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Bombay Chamber of Commerce.

ESTABLISHED 22nd SEPTEMBER 1836.

Honorary Members.

WILLIAM RATHBONE, Esq., M.P. | A. H. CAMPBELL, Esq.
J. M. MACLEAN, Esq.

Members.

Messrs. ALDRIDGE, SALMON & Co.
,, BATES (EDWARD) & Co.
,, BELL, BRANDENBURG & Co.
,, BENN, ASHLEY & Co.
,, BLASCHECK (A.) & Co.
,, EWART, LATHAM & Co.
,, FINLAY, MUIR & Co.
,, FORBES (C. H. B.) & Co.
,, FORBES (SIR CHARLES) & Co.
,, FRANJEE, SANDS & Co.
,, GADDUM & Co.
,, GLADE & Co.
,, GRAHAM (W. & A.) & Co.
,, GREAVES, COTTON & Co.
,, HORMARJEE (B. & A.)
,, KILLICK, NIXON & Co.
,, LANG, MOIR & Co.
,, LOCKHART (GEORGE) & Co.
,, LYON & Co.
,, MACAULAY (W. M.) & Co.
,, MACDONALD (C.) & Co.
,, MACFADYEN (D.) & Co.
,, MACKINNON, MACKENZIE & Co.
,, OWEN & OKELL.
,, PEEL, CASSELS & Co.
,, PUNNETT & Co.
,, RALLI BROTHERS.
,, RITCHIE, STEUART & Co.
,, SASSOON (DAVID) & Co.
,, SASSOON (E. D.) & Co.

Messrs. SIGG-SULZER & Co.
,, SPINNER (E.) & Co.
,, TARIA TOPUN.
,, VOLKART BROTHERS.
,, WALLACE & Co.
AHMEDBHOY HUBIBBHOY, Esq.
DINSHAW MANOCKJEE PETIT, Esq.
MARSHALL (JOHN) Esq.
NANABHOY BYRAMJEE JEEJEEBHOY, Esq.
THE AUSTRO-HUNGARIAN LLOYD'S S.N. COMPANY.
THE AGRA BANK, LIMITED.
THE BANK OF BOMBAY.
THE B. B. & C. I. RAILWAY COMPANY.
THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.
THE CHARTERED MERCANTILE BANK OF INDIA, LONDON AND CHINA.
THE COLABA LAND & MILL COMPANY, LIMITED.
THE COMPTOIR D'ESCOMPTE DE PARIS.
THE G. I. P. RAILWAY COMPANY.
THE HONGKONG AND SHANGHAI BANKING CORPORATION.
THE NATIONAL BANK OF INDIA.
THE ORIENTAL BANK CORPORATION.
THE P. & O. S. N. COMPANY.
THE RUBATTINO S. N. COMPANY.

RETIRING COMMITTEE.

Mr. EDWARD COMBER, *Chairman.*
Mr. W. M. MACAULAY, *Deputy Chairman.*

Mr. R. S. CAMPBELL
,, A. BLASCHECK
,, G. A. BARNETT
,, H. W. JONES
,, JOHN MARSHALL
} *Members.*

COMMITTEE FOR 1882.

Mr. W. M. MACAULAY, *Chairman.*
Mr. G. A. BARNETT, *Deputy Chairman.*

Mr. R. S. CAMPBELL
,, A. BLASCHECK
,, H. W. JONES
,, JOHN MARSHALL
,, J. FACHIRI
} *Members.*

Mr. DAVID WATSON, *Acting Secretary.*

HOLIDAYS UNDER CHARTER-PARTIES

FOR THE YEAR 1882.

In accordance with the Resolution passed at a General Meeting of the Chamber of Commerce held on the 22nd July, 1881, the Committee of the Chamber beg to inform the Public that the following are the days fixed by them to be Holidays under Charter-Parties for the year 1882 :—

New Year's Day	2nd January 1882	Monday	1 Day.
Holi	4th and 6th March	Saturday & Monday	2 ,,
Easter	7th and 8th April	Friday and Saturday	2 ,,
Queen's Birthday	24th May	Wednesday	1 ,,
Cocoanut Day	28th August	Monday	1 ,,
Janma Ashtami	4th September	Monday	1 ,,
Pateti	19th September	Tuesday	1 ,,
Dussera	21st October	Saturday	1 ,,
Dewali	9th & 11th November.	Thursday & Saturday	2 ,,
Christmas	25th & 26th Dec	Monday & Tuesday	2 ,,
Mohurrum	22nd & 23rd Nov.	Wednesday & Thursday	2 ,,

By order of the Committee,

DAVID WATSON,
Acting Secretary.

Bombay Chamber of Commerce, 16th December, 1881.

RULES AND REGULATIONS

OF THE

Bombay Chamber of Commerce.

Revised and adopted at the General Meeting held on the 5th December, 1879.

I. THE object and duties of the Chamber shall be to encourage a friendly feeling and unanimity among commercial men on all subjects involving their common good; to promote and protect the general mercantile interests of this Presidency; to collect and classify information on all matters of general commercial interest; to obtain the removal, as far as such a Society can, of all acknowledged grievances affecting merchants as a body, or mercantile interests in general; to receive and decide references on matters of usage and custom in dispute, recording such decisions for future guidance, and by this and other means assisting to form a code of practice for simplifying and facilitating business; to communicate with the public authorities, with similar Associations in other places, and with individuals on all subjects of general mercantile interest; and to arbitrate between parties willing to refer to, and abide by, the judgment of the Chamber.

II. All persons engaged or interested in mercantile pursuits desirous of joining the Chamber, and disposed to aid in carrying into effect the objects of the same, shall be admitted Members by the vote of a majority of not less than two-thirds of those voting at a General Meeting, as provided for in Rule III.

III. One-fourth of the firms constituting the Chamber shall be held sufficient to form any General Meeting when the same has been regularly called together—one partner representing a firm; but two or more partners of one firm being present only to count as one Member of the Chamber. That seven clear days' notice shall be given before any resolution proposing changes in the Rules of the Chamber be brought forward, and that such notice be given in writing to the Secretary, who shall circulate it for the information of the Members of the Chamber.

IV. The Chamber reserves to itself the right of expulsion in case of need, to be decided at a General Meeting by a majority of three-fourths of the Members present at such General Meeting duly convened.

V. The subscription of each firm or Member of the Chamber shall be Rs. 20 per month, and that the charge for a copy of each of the publications to Members be Rs. 15 per mensem.

VI. The affairs and funds of the Association shall be managed by a Committee of seven Members, consisting of the Chairman and Deputy Chairman of the Chamber and five Members. The Chairman or Deputy Chairman, as the case may be, shall be *ex-officio* Chairman of the Committee, and in their absence the Committee shall elect their own Chairman. Three to be a quorum.

VII. The following shall be the rules with respect to the election of the Committee :—

1. The Committee shall consist of seven Members, one of whom shall hold the office of Chairman, and another that of Deputy Chairman, of whom the two latter officers shall be elected by ballot.
2. The ballot shall take place annually between the 1st and 20th days of December in each year, as may be fixed by the then sitting Committee; and the new Committee shall take office on the 1st of January in each year, and continue to act until the 31st December following. Should any delay take place in the election of the new Committee, the retiring Committee shall hold office until the new Committee is formed.
3. In order that the various interests connected with the Chamber may be fully represented on the Committee, there shall be at least four Mercantile Members, and it is desirable that the remainder should severally represent the Banking, Railway, and Shipping interests.
4. Two members of one Firm shall not be on the Committee at the same time.
5. No Member of the Chamber shall give more than one vote for a candidate.
6. The Secretary of the Chamber shall circulate among the Members the names of all the gentlemen who are eligible for election seven clear days before the election takes place.
7. The retiring Committee shall appoint two days, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 6 P.M. on each day.
8. The voting shall be by papers signed by the Members and deposited in the ballot-box on the days appointed by the Committee.
9. The retiring Committee shall appoint two Scrutineers, who, at 6 P.M. on the second day of the ballot, shall open the box and declare the result.
10. Those who have the largest number of votes for the offices of Chairman and Deputy Chairman, shall be considered duly elected. In the event of the gentleman at the head of the list for the Chairmanship refusing to act, there shall be a new election for both offices, by the Chamber : in the event of the gentleman at the head of the list for the Deputy Chairmanship refusing to act, there shall be a fresh election for that office alone.
11. In the event of an equality of votes preventing the due election of either office-bearer, the Members of the Chamber shall vote afresh in the manner above laid down.

12. The remaining Members of the Committee shall be nominated by the retiring Committee, in conjunction with the newly elected Chairman and Deputy Chairman ; such nomination to be submitted to the Chamber at a General Meeting for confirmation.

13. In the event of a vacancy in the Committee, the remaining Members shall have the power of filling it up, unless it be a vacancy in the Chairmanship, which shall in all cases be the subject of a special ballot. A vacancy shall be considered *ipso facto* to occur if a Member remain absent from Bombay for more than two months.

14. Those eligible for seats on the Committee are partners in firms who are Members, or managers holding powers of attorney ; the officers in charge of Banking and Shipping establishments ; the representatives of Railway and Joint Stock Companies ; and those who are Members in their own right.

VIII. All questions before the Committee shall be decided by a majority, the Chairman having a second or casting vote in case of an equality of voters.

IX. The Committee shall meet on Friday, or on such other day as may be found by them most convenient, of every week, to receive and dispose of all communications and references, and to take under their consideration generally all matters embraced in the objects of the Chamber ; and their proceedings be laid on the table for the inspection of all Members, subject to such regulations as they may make.

X. General Meetings of the Chamber shall be held quarterly, and at such other times as may be decided upon by the Committee, for the purpose of discussing any measures of public interest which may arise, and the Committee of the Chamber shall be entrusted with the selection of subjects for discussion at such Meetings, and they shall give notice of the same to the Members at least three days before the Meeting. The Annual General Meeting shall be held in the month of December, on such day as the Committee for the time being shall direct, and seven days' notice shall be given of such Meeting. A Special General Meeting shall be called by the Chairman, or by his order, or, if there be no Chairman, by the Secretary, within seven days after the receipt of a requisition from any three Members of the Chamber, but a majority of Members qualified to vote at a Meeting shall be required to constitute such General Meeting. All General Meetings of the Chamber shall be advertised in the newspapers.

XI. The Committee are authorised to provide suitable accommodation for the meeting of the Chamber, to pay all expenses of the establishment, and to control generally the management of the affairs of the Chamber.

XII. All moneys or funds of the Chamber, as received, shall be paid into the hands of the Treasurer or Treasurers for the time being, and the same shall be available by cheques signed by the Chairman, or in his absence by the Acting Chairman for the time being, and by one other Member of the Committee.

XIII. A Secretary shall be appointed by a majority of Members

in such way as the Committee for the time being may point out; that it shall be the duty of such Secretary to keep the records and accounts of the Chamber, to collect subscriptions, handing the same over to the Treasurer, to conduct correspondence, and to act generally under the directions of the Committee.

XIV. All the proceedings of the Committee shall be subject to approval or otherwise of General Meetings duly convened.

XV. Any stranger engaged or interested in mercantile pursuits visiting the Presidency may be introduced as a visitor by any Member of the Chamber inserting his name in a book to be kept for the purpose, but a residence of two months shall subject him to the rule for the admission of Members.

XVI. *Honorary Members.*—Gentlemen distinguished for public services, or eminent in commerce and manufactures, may be elected Honorary Members of the Chamber, and as such shall be exempted from paying subscriptions.

XVII. An Annual Report of the proceedings shall be made, and copies sent to the similar Associations in India, China, and elsewhere

XVIII. The foregoing Rules shall be added to, or altered, only by a majority of Members of the Chamber.

XIX. The foregoing Rules shall be copied into a book, to be kept with the records of the Chamber, and shall be printed, and a copy delivered to each Member.

COMMITTEES OF ARBITRATION.

Seeing it to be desirable that questions affecting the prevailing customs of trade in Bombay should be settled in such a way that the decisions arrived at may be properly recorded, and stand thereafter as precedents to regulate the settlement of similar disputes, it was decided by the Chamber, at a General Meeting held on 3rd August, 1880, to try and institute such a system as it might be hoped would attain this object. References to the Chamber shall be open to all persons; and if any question affecting, or subject to, the custom of the trade of Bombay be submitted, with the mutual consent of those interested, to the Committee of the Chamber, the latter will take it into consideration, and, if they consider it desirable, will appoint a Special Sub-Committee of Arbitration for its settlement under the following Regulations :—

1.—A Sub-Committee shall consist of three members, of whom at least one should belong to the General Committee of the Chamber.
2.—A record book shall be kept in which all details shall be entered both as to the questions in dispute, the decisions of the Committee, &c., &c. This book shall be open to all members of the Chamber.
3.—The Sub-Committee may refer to the General Committee for instructions on any point of difficulty.
4.—With the concurrence of those interested, the Sub-Committee

may take counsel's opinion, or the evidence of experts, at the expense of the disputants.

5.—The Sub-Committee may decline to express an opinion on the plea that points of law are involved in the case.

6.—A unanimous opinion expressed by the Sub-Committee shall be at once communicated to the parties interested by the General Committee.

7.—Any member of the Sub-Committee dissenting from the conclusion arrived at by the other two may communicate his reasons for dissenting when the Report is handed in to the General Committee.

8.—An opinion given by the Sub-Committee from which disssent is expressed by any of the members shall be reconsidered by the General Committee.

9.—If, out of the General Committee, not less than three members consider that the expression of dissent is justified, the Sub-Committee may be asked to reconsider the case.

10.—If, on reconsideration, the opinion of the Sub-Committee remains unchanged, the decision shall be communicated to the parties interested by the General Committee.

11.—It shall be open to the General Committee to record, in such way as they may consider best, any cases which may be useful as precedents in establishing the custom of the Port.

12.—A fee of Rupees Thirty shall be payable to the Secretary of the Chamber by each of the parties to the Arbitration on filing their case, and shall be distributed as follows :—Rs. 15 to the General Funds of the Chamber, and the remainder equally among the arbitrators.

13.—In a laborious case, involving the taking of evidence and more than two sittings, the fees shall be fixed by the General Committee, and distributed in the proportions above indicated. Any extra expenses incurred shall be borne by the disputants.

RULES AND REGULATIONS

For the Measurement by Callipers upon Exports from Bombay of Cotton, Wool, Hemp, and other Pressed Bales.

I. CALLIPERS shall from time to time be submitted to the Secretary of the Chamber of Commerce, and, if found correct, shall be branded with a stamp bearing the name of the Chamber, to indicate the same.

II. If, from use or otherwise, any Calliper should get out of order and be objected to, the party objecting shall send the Callipers to the Chamber for examination, and should the objection be valid, the Chamber stamp shall be defaced by the Secretary. If, however, the objection is found to be groundless, the Secretary shall give a note to that effect, and the party objecting shall be bound by his decision.

III. Any Callipers found incorrect, and on which the stamp has been defaced, may be re-stamped after adjustment.

IV. No measurements shall be held good except such as are taken by Callipers bearing the Chamber's stamp.

V. Public Measurers shall be appointed under the authority of the Chamber of Commerce, and stationed at the different Bunders, to Measure pressed bales of Cotton, Wool, Hemp, and other merchandise.

VI. A Fee, the amount of which shall in no case exceed half an anna per bale, but which may be regulated by the Chamber from time to time in order to meet the expenses of the necessary establishment, shall be levied on all bales measured by the duly appointed Measurers.

VII. No bales shall be measured without the production of the Custom House Pass bearing the endorsement of the Measurement Fee Clerk, to the effect that the Fee has been paid.

VIII. The Measurers shall measure not less than five bales in every hundred, ascertaining the length of the bale and the greatest width and depth over the lashings, and as near the centre of the bale as possible, but not over the knots.

IX. The Measurer shall give a Certificate of Measurement, which must accompany the bales to the ship or steamer, and shall furnish the Shipper with a copy thereof. This Certificate, which shall be retained by the ship, shall state—

The date and hour of measurement,	The name of the ship or steamer,
The number of the boat,	The number of bales,
The name of the tindal,	The marks of the bales,
The name of the shipper,	The measurement.

X. The Shipper shall, if required, in writing, give the Agent of the ship or steamer notice in writing, of the time when, and the name of the Bunder on which his bales will be measured, in order that the ship or steamer may be represented.

XI. The bales shall be alongside the ship or steamer within 36 hours after measurement, weather permitting, or the certificate shall b e void, and the bales shall be re-measured on board, written notice, however, in such case being given to the shipper, so that he may have the option of attending.

XII. The salaries of the Measurers, and all other expenses connected with this scheme of measurement, shall be paid by the Chamber from the Fee Fund raised under these Rules.

XIII. All matters pertaining to the measurement of Cotton, as defined above, including the appointment of the Measurers, the fixing of their salaries, the payment of the same, and the doing of all things necessary for a proper and economical working of the scheme, shall be placed in charge of the General Committee of the Chamber.

XIV. No refund of Measurement Fees shall be allowed for sums under one Rupee.

XV. No claim for refund shall be allowed, unless presented within one month from the date of vessel's departure.

GENERAL RATES OF COMMISSION.

Table of General Rates of Commission chargeable in Bombay, as revised by the Chamber of Commerce, and adopted at the General Meetings held on the 9th August, and the 31st of October, 1876.

IMPORT, EXPORT, AND GENERAL BUSINESS.

	Per Cent.
1. On effecting insurance	½
2. On settling insurance losses, whether partial or total, also on procuring return of premium, exclusive of commission on receipt of cash	2½
3. On the sale or purchase of goods of all denominations (except as under)	5
4. On purchases of all kinds with the proceeds of goods sold, and on which a commission of 5 per cent. has been previously charged	2½
5. On the sale or purchase of ships, houses, and lands, of opium, and of diamonds, pearls, and jewellery of all descriptions ...	2½
6. On the sale or purchase of treasure or bullion	1
7. On the sale or purchase of cattle	5½
8. On goods consigned which are disposed of by outcry or sent to a shop, on net proceeds	5
9. On goods consigned and afterwards withdrawn, invoice cost ...	2½
10. On guaranteeing the responsibility of persons to whom goods are sold on the amount of sale	2½
11. On attending the delivery of contract goods to the Government or individuals...	2½
12. On collecting house rent	2½
13. On sale or purchase of private Bills of Exchange	1
14. On effecting remittances by Bills of Exchange	1
15. On exchanging Government Securities of all descriptions, or investing money therein, and on transferring Government paper from one constituent to another	½
16. On surrendering or depositing in the Treasury Government Securities of all descriptions	½
17. On recovering of bonds, or of bills for absentees overdue at the time of their being placed in the possession of the Agent	2
18. On debts when a process at law by arbitration is necessary ...	2½
19. On debts when recovered by such means	5
20. On managing the affairs of the estate for an executor or administrator	5
21. On recovering funds from a bankrupt estate	2½
22. On guaranteeing bills, bonds, or debts in general, by endorsement or otherwise	2½
23. On bills of exchange returned noted or protested	1
24. On granting and cashing letters of credit	2½
25. On becoming security to Government or public bodies in any case	2½
26. On depositing Government paper as security for constituents..	1
27. On receipt or payment, at the option of the Agent, of all moneys not arising from proceeds of goods on which commission has been previously charged	1
28. In cases where the debtor side of the account exceeds the creditor side, including the balance of interest, commission to be charged at the rate of	1

NATIVE CONSIGNMENTS. Per Cent.

29. The recognised rate of commission in England on the sale of consignments from Bombay shall be 2½ per cent., exclusive of brokerage and guarantee, and the same is added to the Scale of Commissions sanctioned by the Chamber.

SHIPPING BUSINESS.

30. On procuring freight... 5

"When the freight is payable in sterling, the commission shall be calculated on the sterling amount at the following rates for Bank Bills, viz., at the rate for 6 months' sight Bank Bills when the freight is by sailing ships, and at the rate for 3 months' sight Bank Bills when by steamers."

Brokerage, when actually incurred, shall be considered a legitimate charge in ship's accounts.

31. On collecting freight 2½
32. On tendering a vessel (if accepted) for the conveyance of troops; on the amount of the charter party 5
33. On shipping goods of every description on which no commission for the purchase has been charged 2½
34. On shipping treasure, bullion, and jewellery 1
35. On ship's disbursements when in funds 1
36. On ship's disbursements when not in funds 2½
37. On account of passage-money, whether the same passes through the Agent's hands or not 5
38. For executing orders to Charter or engage Tonnage in Bombay or at outports 2½
39. On realizing Bottomry Bonds or negotiating any loan on *respondentia* 2½
40. On landing and re-shipping goods from any vessel in distress, stranded, or wrecked, or on landing or selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned,—on the declared value of all such goods as may be re-shipped, and on net proceeds of all such goods as may be publicly sold ... 2½
If Opium, Indigo, Raw Silk or Silk Goods 1½
If Treasure, Precious Stones, or Jewellery ... ... ½
41. On moneys expended, *i.e.*, on all disbursements made in efforts to save Ship or Cargo 5
42. On ships leaving the Port in ballast which have been consigned inward, 6 annas per ton upon the English net registered tonnage.
43. On steamers leaving the Port in ballast which have been consigned inward, 8 annas per ton upon the English net registered tonnage.
44. On Ships leaving the Port in ballast which have been consigned inwards and outwards, 12 annas per ton upon the English net registered tonnage.
45. On steamers leaving the Port in ballast, which have been consigned inward and outward, Re. 1 per ton upon the English net registered tonnage.

Note applicable to Rates of Commission generally.—When the amount on which commission is payable is stated in rupees, the commission shall be calculated in that currency; and when in sterling at the rate provided for under Rule 30 of the General Rates of Commission which fixes the rate "on procuring freight."

SHIP FREIGHT INWARDS T[redacted]

PAYABLE IN BOMBAY.

THE Resolutions passed at the Special General Meetin[redacted] Chamber on the 22nd March, 1871, regulating the payment in [redacted] of Freight Inward to Bombay, were, at the General Meeting on [redacted] August, 1876, in consequence of the altered condition of Ex[redacted] cancelled as on the 1st January, 1877, from which date payment will be regulated in conformity with the following Resolution :—

46. "That the conversion into Indian currency of sterling freight inward to Bombay, payable in Bombay, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week."

SHIP FREIGHT OUTWARDS FROM BOMBAY.

PAYABLE IN BOMBAY.

RESOLUTION passed at the Annual General Meeting of the Chamber on the 31st October, 1876 :—

47. "That difference of freight, outward from Bombay, stated in sterling, payable in Bombay (in the absence of any stipulation on the shipping order or charter party to the contrary), shall be converted into Indian currency at the rate for Bank Bills on London payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week : 4½ per cent. as customary in the case of sailing ships and 2½ for steamers being allowed as discount to cover cost of insurance and interest until the due date of the freight."

[redacted]SCALE AT BOMBAY.

STEAMERS.

[redacted]nual General Meeting of the Members of the Bombay [redacted] Commerce, held on Tuesday, 8th October, 1872, it was [redacted]y G. A. Kittredge, Esq., of Messrs. Stearns, Hobart & Co., [redacted]by Thomas Wilson, Esq., of Messrs. Antrobus & Co., and [redacted]nanimously :—"That the subjoined Scale and the accompanying Rules be taken to regulate the steamer trade from Bombay and the Malabar Coast to the United Kingdom and the Continental Ports in Europe, in the absence of special agreement to the contrary" :—

1. That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet and 16 cwt. dead weight to the ton.
2. That Hides and Skins, whether in bales or bundles, be taken by measurement and not by weight.
3. That Oil be taken on the outside measurement of the cask.
4. That when Freight is payable on weight, the same is to be on the nett weight delivered.
5. That these Rules and the subjoined Scale come into force for steamers from this date—Tuesday, 8th October, 1872.

SHIPS.

At a General Meeting of merchants held in the offices of the Chamber of Commerce, Bombay, on the 6th of June, 1856, convened by Circular under the direction of the Committee of the Chamber, William Forsyth Hunter, Esq., Chairman of the Chamber, in the chair, it was proposed by Henry Scott, Esq., of Messrs Finlay, Scott & Co., seconded by John Campbell, Esq., of Messrs. Campbell, Mitchell & Co., and unanimously carried :—"That from and after the 1st of January, 1857, the following amended Scale be taken to regulate the Trade from Bombay and the Malabar Coast to the United Kingdom, in the absence of special agreement to the contrary" :—

Proposed by James Fleming, Esq., of Messrs. W. Nicol & Co., and seconded by William Trevor Roper, Esq., of Messrs. Lawrence & Co., and carried unanimously :—"That the Freight on Oil be paid on the full gauge of the cask, ascertained at the port of discharge."

Proposed by Thomas Stock Cowie, Esq., of Messrs. Remington & Co., and seconded by John Parsons, Esq., of Messrs. Cardwell, Parsons & Co., and carried unanimously :—"That when Freight is payable on weight, the same is to be on the Nett Weight delivered."

(Sd.) W. F. HUNTER, *Chairman.*

At the Annual General Meeting of the Bombay Chamber of Commerce held on the 31st of October, 1878, the following Resolution was carried unanimously :—

"That the Sub-Committee be authorised to examine and report to the Chamber at a General Meeting on the Steam Tonnage Scal[redacted]rth

reference to Wheat, Oil-seeds and Oil, as well as to add such articles of export as are not at present included in the list."

Articles.	Steamers	Ships.
	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	16 cwt.
Alum, in bags	16 cwt.	20 ,,
Annato, in cases	40 feet.	50 feet.
Apparel	do.	50 ,,
Arrowroot, in cases	do.	50 ,,
Assafœtida, in cases	do.	50 ,,
Bajree, in bags	16 cwt.	20 cwt.
Barilla	16 do.	20 ,,
Bees' Wax, in cases	40 feet.	50 feet.
Betelnut, in bags	13 cwt.	16 cwt.
Blackwood, in straight square logs ...	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.
Books	40 feet.	50 feet.
Borax, in cases	do.	50 ,,
Do. in bags	16 cwt.	20 cwt.
Bullion	per cent.	per cent.
Camphor, in cases	40 feet.	50 feet.
Canes, Rattans, in bundles	13 cwt.	16 cwt.
Cardamoms, in bundles	40 feet.	50 feet.
Cassia Lignea, Fistula, and Buds ...	do.	50 ,,
Chasum	8 cwt.	10 cwt.
China Root, in cases	40 feet.	50 feet.
Cigars	do.	50 ,,
Cinnamon, in bales	...	6 cwt.
Do. in cases	40 feet.	50 feet.
Cloves, in cases	do.	50 ,,
Do. in bags or frazils	8 cwt.	10 cwt.
Coals	...	20 ,,
Cocoa, in bags	10 cwt.	12 ,,
Coculus Indicus, in bags	13 do.	16 ,,
Coffee, in cases	40 feet.	50 feet.
Do. in bags or frazils	12 cwt.	16 cwt.
Coir, in bales...	40 feet.	50 feet.
Do. in bundles or loose	5 cwt.	6 cwt.
Do. Rope, in coils	40 feet.	8 ,,
Colocynth, in cases	do.	50 feet.
Colombo Root, in bags...	8 cwt.	14 cwt.
Copra, in robins	8 do.	12 ,,
Do. in bags	...	12 ,,
Coral, Rough (not specimen), in bags	16 do.	20 ,,
Cotton, in bales	40 feet.	50 feet.
Cowries, in cases	40 do.	50 ,,
Do. in bags	16 cwt.	20 cwt.
Cubebs	10 do.	12 ,,
Cummin Seed, in cases...	40 feet.	50 feet.
Cutch or Terra Japonica, in bags or baskets, unscrewed	13 cwt.	16 cwt.
Dates, wet	16 do.	20 ,,
Do. dry	13 do.	16 ,,
Dragon's Blood, in cases	40 feet.	50 feet.
Ebony, square and straight	do.	50 ,,
Do. otherwise	16 cwt.	20 cwt.
Elephants' Teeth, in cases	40 feet.	50 feet.
Do. in bundles	11 cwt.	18 cwt.
Do. loose	16 do.	20 ,,
Furniture	40 feet.	50 feet.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Galingals	10 cwt.	12 cwt.
Galls, in bags...	13 do.	16 ,,
Do. in cases	40 feet.	50 feet.
Ginger, dry, in cases	do.	50 ,,
Do. in bags	10 cwt.	12 cwt.
Gram	15 do.	20 ,,
Groundnuts, shelled	13 do.	16 ,,
Gums, of all kinds, in cases	40 feet.	50 feet.
Gum Olibanum, in bags	13 cwt.	16 cwt.
Hurtall, in cases	40 feet.	50 feet.
Hemp, in screwed bales	do.	50 ,,
Do. loose or in bundles	5 cwt.	7 cwt.
Hides and Skins, in screwed bales ...	40 feet.	50 feet.
Do. loose and in small bundles.	do.	12 cwt.
Horns, Buffalo and Cow, loose	13 cwt.	16 ,,
Do. Deer, loose	6 do.	8 ,,
Horn Tips, of any kind	13 do.	16 ,,
Indigo, in cases	40 feet.	50 feet.
Jackwood	do.	50 ,,
Jowaree, in bags	16 cwt.	20 cwt.
Lac Dye, in shells or cases	40 feet.	50 feet.
Lang, in bags	16 cwt.	20 cwt.
Linseed, in bags	16 do.	18 ,,
Mace, in cases	40 feet.	50 feet.
Mother-o'-Pearl, in cases	do.	50 ,,
Do. in bags	16 cwt.	20 cwt.
Mowra Flowers	16 do.	20 ,,
Mowra Seed, in bags	13 do.	16 ,,
Munjeet or Madder Root, in cases or bales...	40 feet.	50 feet.
Do. in bundles or bags...	8 cwt.	12 cwt.
Musk, in cases	40 feet.	50 feet.
Mussor, in bags	16 cwt.	20 cwt.
Myrabolams, in bags	13 do.	16 ,,
Niger Seed	14 do.	17 ,,
Nutmegs, in cases	40 feet.	50 feet.
Nux Vomica, in cases	do.	50 ,,
Do. in bags	13 cwt.	16 cwt.
Oil, of any kind, in casks	40 feet.	210 Im. gals.
Oil-seeds—Teel, Rape, Mustard, Gingelly, and Castor	14 cwt.	17 cwt.
Opium	per chest.	per chest.
Paddy, in bags	13 cwt.	16 cwt.
Pepper, in bags	13 do.	16 ,,
Pimento	12 do.	14 ,,
Plumbago, in bags	16 do.	20 ,,
Poppy Seed, in bags (1½ cwt.) ...	14 do.	17 ,,
,, ,, double bags (1½ ,,) ...	13 do.	16 ,,
,, ,, single bags (1¼ ,,) ...	14 do.	17 ,,
,, ,, double bags (1¼ ,,) ...	14 do.	17 ,,
Rattans, in bundles	13 do.	16 ,,
Do. Ground	13 do.	16 ,,
Red Wood	do.	16 ,,
Rhubarb, in cases	40 feet.	50 feet.
Rice, in bags	16 cwt.	20 cwt.
Safflower, in cases	40 feet.	50 feet.
Do. in screwed bales	do.	50 ,,
Do. in bags	8 cwt.	10 cwt.
Sago, in cases	40 feet.	50 feet.
Sal Ammoniac, in cases	do.	50 ,,

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Sal Ammoniac, in bags...	15 cwt.	18 cwt.
Saltpetre	16 do.	20 ,,
Sandal and Sapan Wood	11 do.	16 ,,
Sealing Wax, in cases	40 feet.	50 feet.
Senna, in bags	5 cwt.	6 cwt.
Do. in bales	40 feet.	50 feet.
Shells, Rough, in bags	16 cwt.	20 cwt.
Silk, in bales	8 do.	10 ,,
Do. in cases	40 feet.	50 feet.
Soap, in cases	do.	50 ,,
Sugar, in bags	16 cwt.	20 cwt.
Talc	16 do.	20 ,,
Tallow	40 feet.	50 feet
Tamarinds	15 cwt.	18 cwt.
Tea, in chests...	40 feet.	50 feet.
Timber, Teak : Square Planks and Poon	do.	50 ,,
Do. Round, one-fifth off. ...	...	...
Tobacco, in bales	40 feet.	50 ,,
Tortoise Shells, in chests	do.	50 ,,
Turmeric, in bags	11 cwt.	13 cwt.
Tutenague	16 do.	20 ,,
Unrated Wood	11 do.	14 ,,
Whanghees (*vide* Canes)	13 do.	16 ,,
Wheat	16 do.	20 ,,
Wines and Spirits, in casks	40 feet.	50 feet.
Do. in cases	do.	50 ,,
Wool, in screwed bales...	do.	50 feet.
Zedory	16 cwt.	20 cwt.

*** The Standard Ton at Bombay for Measurement Goods shall be taken at 50 cubic feet for ships.

SCALE OF LANDING CHARGES,

CHARGEABLE TO CONSIGNEES FOR THE LANDING OF GOODS.

Sanctioned by the Bombay Chamber of Commerce, at the Annual General Meeting of the Members held on the 30th of October, 1877.

[These rates are understood to be maximum rates and to cover landing, cranage, and delivery on the Bunder, but not Bunder Fee.]

ARTICLES.	How Charged.	Rs.	a.	p.
Almonds	Bag.	0	1	0
Alum	Ton.	1	4	0
Arrowroot	In moras of 1½ cwt.	0	2	0
Do.	In cases of 1 cwt.	0	2	0
Asphalte	Ton.	1	4	0
Assafœtida	Bag.	0	6	0
Beer and Porter	Hogshead.	0	8	0
Beads	Case.	0	5	0
Boilers	...	Special.		
Books	Ordinary Case.	0	5	0
Boots	Case.	0	5	0
Borax	Do.	0	5	0
Brassware (with cranage)	Ton.	1	12	0
Do. (without do.)	Do.	1	4	0
Brass Leaves	Case.	0	2	0
Bricks, Fire	Ton.	1	4	0
Bullion...	...	Special.		
Camphor	Case.	0	4	0
Do.	Tub.	0	1	6
Candles	Cwt.	0	3	0
Canvas...	Bale.	0	5	0
Cardamoms	Bag.	0	2	0
Do....	In cases of 2 cwt.	0	6	0
Carpets	Package.	0	7	0
Carriages	Each.	8	0	0
Cashewnuts	Bag.	0	2	0
Cassia	Case.	0	3	0
Cement	Ton.	1	12	0
Chalk	Do.	1	4	0
Chillies	Bag.	0	1	0
Cheroots	In cases of 10,000	0	8	0
Clay, China, or Fire	Ton.	1	12	0
Cloves	Bag not exceeding 1½ cwt.	0	1	3
Cochineal	Case.	0	5	0
Cocoanuts	Bundle.	0	2	0
Coal (on the South of the P. & O. Co.'s Dock)	Ton.	0	12	0
Do. (on the North of the P. & O. Co.'s Dock)...	Do.	1	0	0
Coffee (in Bags)	Do.	1	8	0
Coir	In bundles of cwt.	0	1	0

ARTICLES.	How Charged.	Rs.	a.	p.
Copper and Yellow Metal (in Cases)...	Ton.	1	12	0
Do. do. (in Cakes or Slabs)	Do.	1	6	0
Copra	Bag.	0	1	0
Do.	Robbin.	0	2	0
Copperas or Sulphate of Copper ...	Ton.	1	12	0
Cotton, Full-pressed Bales... ...	Bale.	0	5	0
Do. (Unpressed) in Docras and Half-pressed Bales	Cwt.	0	1	6
Crackers	Case.	0	4	0
Crockery	Cask or Crate.	1	0	0
Dates, dry (in Mats or Bags) ...	Cwt.	0	1	0
Do. wet(do. do.) ...	Do.	0	1	0
Drugs	Bag or Case.	0	5	0
Fishmaws and Sharkfins	Bag.	0	4	0
Flax	Bale.	0	5	0
Flour	Ton.	1	12	0
Fruits, dried (in Bags, &c.)... ...	Cwt.	0	1	0
Ghee	Dubber.	0	4	0
Ginger, dried	Case or Bag.	0	3	0
Glass, Window	Case.	0	2	0
Grain of all sorts...	Bag.	0	1	0
Groundnuts	Do.	0	1	0
Gums (in Bags)	Cwt.	0	1	0
Gunny Bags	Bale.	0	6	0
Do. Bundles (Bundle of 50) ...	Bundle.	0	1	0
Haberdashery and Millinery ...	Small Case.	0	4	0
Do. do.	Large do.	0	6	0
Hardware (with cranage)	Ton.	1	12	0
Do. (without do.)	Do.	1	4	0
Hides (in pressed Bales)	Cwt.	0	1	0
ndigo	Case.	0	6	0
Ironmongery (with cranage) ...	Ton.	1	12	0
Do. (without do.) ...	Do.	1	4	0
Iron (Loose and in Bundles) ...	Do.	1	4	0
Do. Pig	Do.	1	0	0
Jaghery	Bag.	0	1	0
Jute	Bale.	0	5	0
Lashings	Do.	0	5	0
Lead Sheets	Ton.	1	12	0
Mace	Case.	0	3	0
Machinery (weight or measurement as per Bill of Lading)	In pieces under a ton, per ton.	1	12	0
Marble Slabs	Do.	2	0	0
Matches	Case.	0	5	0
Mats of sorts	Cwt.	0	1	0
Medicine	Case.	0	5	0
Millinery and Haberdashery ...	Small Case.	0	4	0
Do. do.	Large do.	0	6	0
Nuts of sorts (in Bags)	Cwt.	0	1	0
Nutmegs (in Bags or Cases) ...	Do.	0	1	0
Oils (in Casks)	Ton.	2	0	0
Oil (Kerosine)	Case.	0	1	0
Oilmanstores	Large Case.	0	3	0
Do.	Small do.	0	1	0
Paper	Bale or Case.	0	5	0
Do. China	Do.	0	3	0
Paint (in Oil)	Ton.	2	8	0
Pepper (in Bags)	Cwt.	0	1	0
Pianos	Each.	5	0	0
Piece Goods from Europe	Bale or Case.	0	5	0

SCALE OF LANDING CHARGES.

ARTICLES.	How Charged.	Rs.	a.	p.
Porter and Beer	Hogshead.	0	8	0
Quicksilver	Bottle.	0	3	0
Read Lead	Ton.	1	12	0
Rice	Bag not exceeding 1½ cwt.	0	1	0
Rope (with cranage)	Ton.	2	0	0
Do. (without do.)	Do.	1	8	0
Saffron	Case.	0	5	6
Safflower	Bag.	0	2	0
Saltpetre (in Bags)	Cwt.	0	1	0
Seeds, in Bags	Cwt.	0	1	0
Sharkfins and Fishmaws	Bag.	0	4	0
Shells (Mother-o'-Pearl), in Bags ...	Cwt.	0	1	0
Shellac	Case.	0	4	0
Silk, China	Bale.	0	6	0
Do. Pieces	Case.	0	6	0
Skins, Goat (in Bales or Bundles) ...	Cwt.	0	1	0
Spelter	Ton.	1	4	0
Spices, in Bags or Cases	Cwt.	0	1	0
Spirits, Wine and Beer, per dozen Quarts or 2 dozen Pints	Dozen.	0	1	0
Stationery	Package.	0	5	0
Steel (in Kegs and Loose)	Ton.	1	4	0
Sugar	Bag not exceeding 1½ cwt.	0	1	3
Sulphur	Ton.	1	12	0
Tallow	Cask.	0	5	0
Tea	Half Chest.	0	1	0
Do.	Whole do.	0	2	0
Timber, Logs and Squares	Ton of 50 C. Feet.	1	4	0
Do. Scantings, Shingles, &c. ...	Do.	1	8	0
Tin Plates (in Boxes)	Ton.	1	4	0
Tobacco	Case.	0	4	0
Turmeric	Bag.	0	1	0
Tusks, Elephant	Bundle.	0	6	0
Do. do.	Piece.	0	2	0
Twist or Yarn	Bale.	0	5	0
Umbrellas	Case	0	5	0
Vermilion	Do.	0	4	0
Wine and other Liquors	Hogshead.	0	10	0
Do.	Quarter Cask.	0	5	0
Wool, Pressed	Bale.	0	5	0
Do. Unpressed	Bora.	0	8	0
Yellow Metal and Copper (in Cases).	Ton.	1	12	0
Do. do. do. (in Cakes & Slabs)	Do.	1	6	0

Bombay Port Trust.

Bye-laws for the Regulation and Management of the Wet Docks of the Bombay Port Trust, made under the provisions of Section 73 *of Act VI. the "Bombay Port Trust Act" of* 1879, *and approved by the Government of Bombay under Section* 74 *of the same Act on the* 17*th day of December*, 1879.

1. Before a vessel is brought into the Dock Channel, the Master shall furnish to the Dock Master, and will verify the correctness thereof by his signature, the full information required on the printed form attached (Appendix A), which will be suppplied on application, and on no account is a vessel to enter the Dock Channel until a permit has been obtained from the Dock Master on the form given in Appendix B. The entire responsibility for any accident whatever which may result from inaccurate or incorrect information having been furnished will, in addition to the prescribed penalty, devolve upon the Master or Owners of the vessel furnishing it.

2. Masters of vessels shall obey all directions of the Dock Officers in relation to the rotation and manner of navigating the Dock Channels and of coming into or going out of Dock, and shall not offer any obstruction to the opening or shutting of gates; and no person shall open or shut, or attempt to open or shut, any Dock Gate, Sluice or Valve, nor any Swing Bridge, without the authority of the Dock Officers.

3. No vessels shall attempt to navigate under sail within the Dock Channel or entrances, but steam-power will be employed, and steam-vessels should have their engines in readiness and available for this purpose, supplemented by a Tug if required. In the event of efficient steam-power not being provided by the Master or Owners, or when necessary, the Dock Master is authorized to employ the Trustees' or other available Steam Tug for duties in connexion with vessels docking, undocking or navigating the Channel, and the Master or Owners of the vessels will be charged at a fixed rate for the use thereof.

4. Vessels on entering the Dock Channel shall have a boat with four men in attendance for running out lines to the Pier Heads for hauling into Dock, and shall have in readiness and supply for use such (steel wire or other) hawsers as may be required, also guy lines of at least 30 fathoms in length for each bow and quarter, and such other ropes, lines, and fenders, &c., as may be necessary to facilitate and to protect the vessel from injury whilst hauling into or out of Dock, and failing these being provided by the vessel, the same may be supplied by the Dock Master, and a fee of Rs. 30 shall be paid by the Master or Owners for the use thereof. In the latter case, although endeavours will be made to provide efficient ropes, hawsers, &c., for this purpose, the Trustees or their Officers will not be responsible for accidents resulting in damage to the vessel from their proving defective or inefficient, or from their breaking whilst in use.*

5. Vessels shall have their lower yards peaked when hauling into or out of the Docks, or when navigating the Dock Channels

* NOTE.—The check ropes for guiding vessels into dock and the extra labour required at the Pier Heads will be supplied free of charge. The fenders at the Pier Heads will also be maintained by the Trustees without charge.

or removing from one part of the Dock to another, or when lying therein, the spritsail yard or whiskers shall be fore and aft, and all other yards braced within the beam; the jib-boom is to be run in within three feet from the bowsprit cap; the flying jib-boom, studding sail booms, and irons (if any) are to be taken off; the main or mizen-boom and stern davits are to be rigged within the taffrail; the quarter davits and bumpkins rigged in within the beam of the vessel; and the flukes of the anchors are to be above water; and immediately after having been brought into Dock, the anchors shall be got in on the forecastle rail or deck, with the stocks placed in a perpendicular position close to the cat-head.

6. Masters or Owners shall employ and have in readiness a sufficient number of riggers, labourers, appliances, &c., on board and on shore for working vessels in, out of, and about the Channels, Entrances, and Docks; failing this being done, or whenever necessary, the Dock Officers may employ such number or quantity of either or all of them as may be necessary, at the risk and expense of the Master or Owners.

7. Masters or other persons in charge of vessels in the Harbour near the entrance to the Dock Channel, or in the fair way of the Channel, or near the Dock Entrances, shall remove the vessels when required to do so by the Dock Officers, and in the event of their failing to do so promptly, the removal may be effected under the orders of the Dock Officers; the expense in the latter case shall, in addition to the prescribed penalty, be paid by such Masters of vessels.

WITH RESPECT TO THE MANAGEMENT OF THE DOCKS AND QUAYS.

8. No vessel shall be entitled to a berth until one has been specially allotted at the Dock Master's Office.

9. All vessels while in Dock are in the charge of the Masters and Owners, and it is the duty of the Master, Officers and Crew to transport their respective vessels with their own warps and appliances under their own responsibility to or from any part of the Dock, but always under the direction of the Dock Master or his Assistants; and to see that all gangways are securely placed, and that all hatches are covered and secured to guard the safety of life and property at sunset, or when not in use, for which the Ship's Officers are alone responsible.

10. Masters and Owners of vessels shall obey the directions of, and shall offer no obstruction to Dock Officers as to the mooring, unmooring, moving or removing any vessel from one part of the Dock to another part; or in regulating the position, loading and discharging of such vessels, and the Quay space to be occupied by such vessels; and all expenses incurred by Dock Officers in carrying out this enactment shall, in addition to the prescribed penalty, be also paid by such Masters or Owners; but no vessel shall be removed from its berth without the consent of the Dock Master being obtained in writing as to the mode and time of removal.

11. All vessels in Dock shall be kept so loaded or ballasted as to allow of their being safely removed in the event of fire or other emergency arising.

12. Fair proportion of Quay space shall be appropriated to each vessel, and in case of difference or dispute, it shall be determined by the Traffic Manager.

13. No Ballast, Baskets, Bottles, Oakum, Stones or other loose material shall be laid upon any Quay or Pier within three yards from

the margin of the Dock or Harbour; and no ballast, ashes or other substance or rubbish shall be thrown or allowed to fall into the Dock Channels or Dock, or from any Pier or Quay.

WITH RESPECT TO THE LOADING AND UNLOADING OF CARGOES, AND THE TRANSPORT, DEPOSIT AND STORAGE OF GOODS ON THE QUAYS, WHARFS AND PREMISES OF THE DOCKS AND REMOVAL THEREFROM.

14. "No person shall without authority deposit on the quays, in the sheds, or in any other part of the Dock enclosure, any ashes, bilge water, cinders, dirt, dung, dust, rubbish sewerage, refuse, or shavings."

15. Masters of vessels loading or discharging Ashes, Ballast, Bricks, Cinders, Coals, Dust, Lime, Rubbish, Shingle, Stones, Tiles, or any other loose matter or thing, shall use for such purpose a canvas, cloth or wooden shoot, to the satisfaction of the Dock Master.

The following addition is made to Bye-law No. 15 :—

"Ashes, cinders, dust, and rubbish must be landed on the quay in such place as may be directed by the Dock Superintendent, and removed by carts. A single wharfage rate will be charged for the first day after landing, and if by that time the ashes, &c., shall not have been removed, they will become the property of the Trust, and the wharfage rate will not be charged. Coals, coke and other loose materials must not be discharged into cotton or other low-sided boats, but into boats with sides of sufficient height to prevent any of the cargo falling overboard into the dock."

16. Vessels shall not be repaired in such manner as to allow any cotton or other loose material, or any chips, pieces of wood or other like material to fall into any Dock, Basin, or Entrance, or without having a canvas shoot or other safeguard so secured from the side as to prevent such cotton, &c., from so falling.

17. No stages, planks or poles provided by the Trustees for vessels loading or discharging shall be used without a written order from the Traffic Officer; and when the discharging or loading is completed, they shall be replaced on the Quay as the Traffic Officer may direct; and all loss or damage thereto shall be made good at the expense of parties using them. All stages, planks, or poles not provided by the Trustees after use in discharging or loading, shall be removed within two working hours from the Dock Quays.

18. No vessel shall commence discharging her cargo in the Dock until after she has been moored at a berth appointed for her discharge.

19. The Trustees will not take charge of or be responsible for any goods discharged from any vessel when the same is not properly berthed according to the Trustees' rules.

20. Masters of vessels about to discharge at the Dock shall not break bulk until a true copy of the Manifest or the Master's copies of the Bills of Lading have been deposited in the Traffic Office. The copies of the Bills of Lading shall be returned after discharge of the inward cargo.

21. Masters of vessels shall not refuse or neglect to produce any book, voucher or other document in connexion with the landing or shipping of cargo.

22. Masters of vessels shall be responsible for the proper slinging of cargo when discharging.

23. Packages of cargo shall be slung under the hatchway, and

under no circumstances whatever shall cranes be employed in breaking out cargo or removing it from under the combings.

24. Masters of vessels will be responsible that single packages over 1½ tons in weight are not hoisted by the Dock cranes until the correct weight has been ascertained and a crane of sufficient power obtained.

25. When discharging iron Drainage Pipes or other goods which from their want of description or want of proper distinguishing marks there will be difficulty in delivering correctly to consignees, the Master of the vessel shall separate before landing, or in the course of landing, the various marks and consignments, failing which the Trustees will either refuse to receive the goods or will charge the cost of sorting.

26. Nitro-glycerine, Petroleum, Naphtha, Dynamite, Gunpowder, and other dangerous explosive substances will not be admitted into the Dock, and any vessel having such explosives on board must discharge them before entry into the Dock.*

27. No dangerous explosive substances will be permitted to be brought on the Dock premises, and the Trustees may remove such goods at the risk and expense of the owner.*

27 A. Bye-laws 26 and 27 do not apply to service ammunition, whether for small arms or artillery, embarked or disembarked with troops.

28. Masters of vessels shall furnish special notice to the Shed Officers before attempting to land any other packages containing articles or goods liable to ignition or explosion, or which are otherwise dangerous.

29. Acids, Aquafortis, Oil of Vitriol, Lucifer Matches, or other goods of a dangerous nature shall not be placed on any Quay unless distinctly marked as such outside the package, and even then not without obtaining the written permission of the Traffic Officers, and in the event of such goods having been so placed by authority, they shall be removed from the Quays or vessels within two hours after notice from the Traffic Officers, and if not so removed, the Traffic Officers may remove them at the cost of the Owner, and such goods, if allowed to remain within the Dock premises, must be watched continuously by or at the expense of the Owners of such goods or the Master of the vessel; and failing this being done, the Traffic Officers may cause the same to be watched at the Owner's expense.

30. No timber shall be discharged into the Docks without the consent of the Dock Master, and if so discharged by consent, shall be removed within twenty-four hours afterwards; and any timber laid on any Quay or other place, shall not be permitted to remain beyond the time allowed by the Traffic Officers.

31. Goods landed at the Dock shall only be delivered on production of the Bills of Lading, accompanied by a delivery order from the Master or Agents of the vessel.

32. Every Bill of Lading shall be specially endorsed, so as to clearly designate the party to whose order the contents are to be delivered.

33. In all cases of informality in Bills of Lading from want of endorsement, &c., application must be made by letter showing the

* NOTE.—Bye-laws 26 and 27 do not apply to service ammunition, whether for small arms or artillery embarked or disembarked with troops.

circumstances and enclosing any documents which will show the title to the goods; in every such case the applicant must engage to indemnify the Trustees by bond or otherwise, as may be directed.

34. When Bills of Lading are produced which are at variance with the Manifest as to the original Consignee, delivery may be refused until the discrepancy is explained to the satisfaction of the Traffic Manager.

35. Consignees applying for delivery of goods shall fill up a form in duplicate, showing the quantities and weights or measurements, but not the Wharfage or Landing charges payable thereon. This form, accompanied by the Custom House Bill of Entry, shall be presented at the Traffic Office, where the charges will be received and a receipt granted. The receipt, accompanied by the Bill of Lading and the Delivery Order from the Master or Agents of the vessel, shall then be handed to the Shed Officer, who will examine the documents, and on being satisfied that they are in order and on being furnished with an acknowledgment for the goods, will grant delivery and authorize the Gatekeeper to pass the said goods.

36. No person shall remove from the Wharves or Sheds, any goods other than those covered by the Custom Bill of Entry and the Port Trust Wharfage Receipt.

37. No Delivery Order can be received until the manifest of the cargo, duly certified by the Captain, has been deposited in the Traffic Office.

38. Permission to Consignees from the Collector of Customs to open packages shall be countersigned by the Traffic Officer, and the opening of such packages without their condition being questioned shall be considered as delivery by the Trustees, and no claim for damage subsequently discovered will be admitted.

39. Packages which have been opened for appraisement, or by order of the Collector of Customs, shall lie at the risk of the Owner, Consignee, or Agent.

40. Goods taken delivery of but not removed from the Dock enclosure, shall lie at the risk of the Owner or Consignee.

41. The responsibility of the Trustees for the condition or safe keeping of goods imported into or exported from the Docks, does not commence until such goods have been received charge of by the Traffic Officers; and the Trustees will not be answerable or liable for deficiencies of merchandise produced by natural or unavoidable causes, nor for any losses or deficiencies whatever unless ascertained and pointed out to the Traffic Officers previous to the goods being removed from the Dock premises.

42. Packages containing Bullion, Specie, Precious Stones, Gold Dust, Jewellery, or other property of considerable value, whether cargo or private property, must be delivered to the Consignees by the Master or Owners of vessels under their own responsibility, unless, under special circumstances, they may be desirous of placing the same in charge of the Traffic Manager; in which case it must be separately noted in the Manifest or List of Cargo handed in, and specially handed over to the Traffic Manager himself, and a distinct receipt obtained from him for them, and a special rate will be charged for the storage thereof.

43. In case delivery of goods is made over the vessel's side into

boats, the Master must take such steps as he may think necessary to protect his Owners in respect to their freight.

44. Goods landed and placed in the custody of the Trustees will be detained for freight on due notice being given in writing by the Owner, Master, or person interested therein, but goods *delivered into craft or floated in the Dock to be removed elsewhere*, cannot be detained. Goods under stop for freight will not be delivered nor warrants granted until the stop has been removed, or the amount claimed for freight deposited with the Trustees.

45. No stop for freight can be received after the goods have been transferred or a warrant granted.

46. The Trustees are not responsible for detention or delay of vessels, barges, lighters or other craft coming in, remaining in, or going out of Dock, or for detention or delay in the discharge of vessels, or in the progress of barges to or from the Dock owing to a glut of vessels or goods, or for a stoppage in the delivery of goods from the like cause.

47. No person, unless duly permitted by the Traffic Manager or Dock Master, shall take inside the Dock premises Carpenter's tools or other instruments used for opening cases, and no Cooper shall be allowed to work in the sheds without a license from the Traffic Manager.

48. No Stevedores or Muccadums will be allowed to work cargo on board any vessel in the Dock, but such as are licensed under the authority of the Trustees.

49. Goods for shipment will not be put on board unless the Customs export note, the Trustees' Receipt for Wharfage and Shipping Charges, and the Shipping Order are produced.

50. Goods shall not be laid on any Quay before the ship is ready to receive them, nor within four feet of any tramway, cartway or footway at any time, nor under any shed, so as to prevent the free working of the gates.

51. Owners, Masters, Bargemen, and others are liable for damage done by their vessels, craft or servants to works or property of the Trustees, and vessels may be detained until security has been given for the amount of damage done.

52. Every Barge or Cargo Boat remaining in the Dock more than 12 hours after having received or discharged her cargo, will be subjected to a charge as under for every day or part of a day while she shall so remain :—

		Rs.	a.
Cargo Boat or Barge up to 15 tons		0	8
Do.	above 15 and up to 25 tons	0	12
Do.	above 25 tons	1	0

53. The admission of carts within the Dock premises, and their control when on the premises, will rest with the Traffic Officers.

54. All the Quays, Sheds, Gates, and the land within the Dock fence will be in charge of the Traffic Manager, who will manage all operations connected with the landing and shipping of goods, storage in the sheds and in the open, proper custody of all goods within the

enclosure, exclusion of improper characters, and take whatever steps may be necessary for the proper maintenance of order on the premises.

55. The gates and wickets of the Dock premises will be kept open at hours fixed by the Trustees, and ingress and egress at unauthorized hours will only be allowed to persons holding passes signed by the Traffic Manager or other officer authorized by him, or by the Dock Master.

56. Only the crews of vessels in Dock, and labourers or other persons in the service of the Trustees, or those who hold pass tickets or orders granted by the Dock Master or Traffic Manager, shall be employed in the loading or unloading of vessels, or in any other work or labour to be performed, whether on board vessels or lighters, or on shore within the Dock premises.

57. Articles shall not be drawn over the Dock Bridge except upon wheel carriages, and they shall not be allowed to trail or drag upon the Bridge. No vehicle shall be permitted on the Bridge which with its load exceeds ten tons in weight, or has more than a concentrated load of five tons on two wheels equally distributed.

58. Working hours at the Dock shall be from sunrise to sunset except on holidays and Sundays. The sanctioned holidays recognized by the Trustees will be Christmas Day, New Year's Day, Good Friday, the Sovereign's Birthday, and any Fast or Thanksgiving days ordered by Government, or on any special occasions ordered by the Trustees. "In computing the days for charging rents, Sundays and the holidays enumerated above, as well as any days on which Imperial duty may not be received, will be omitted."

59. Application to work at night or on Sundays or on holidays will be made to the Traffic Manager, who, on production of the necessary permission from the Customs Department, will order all the necessary arrangements for the proper conduct of business. Such work will be charged the extra rates fixed by the Trustees.

60. The Dock Master will not take any vessel out of Dock unless the Master produces a receipt showing Dock Dues to have been paid, and that no claims stand against the vessel.

WITH RESPECT TO THE PIERS, WHARFS, QUAYS, DOCK PREMISES AND CHANNELS AND THE VESSELS AND OFFICERS AND CREWS THEREOF WHILST USING THEM.

61. The Crews of vessels in Dock will only be permitted to enter or leave the Dock after the hour of closing by means of a Pass, signed by the Commander or Officer in charge, and countersigned by the Dock Master or his Assistant.

62. Any anchor dropped in or near the Dock Channel, or entrance of the Dock shall be buoyed, and in no case shall it be left there for longer than one tide.

63. Any person who shall cut, deface or injure any mooring, rope, chain or any buoy, buoy-rope, or cable belonging to any anchor within the Channels, Entrances, or Docks shall, in addition to the prescribed penalty, be required to pay the amount of damage, repair, and recovery.

64. All the ship's water-closets and latrines must be thoroughly cleansed and securely fastened up before the vessel enters the Dock, and no use whatever shall be made of them during

the vessel's stay in Dock. Latrines and Urinals will be provided on the Dock premises, and Commodes will be supplied for the Masters of ships.

65. Whilst a vessel is in Dock, the Master or some other responsible officer must always be on board in charge, and must superintend and assist in carrying out all duties in connection with the vessel or its cargo.

66. Whilst in Dock every vessel shall have a ship-keeper on deck two hours before and one hour after high water, and such ship-keeper shall carefully attend to the moorings of the vessel and the sufficiency thereof, and cause them to be slackened or hove in from time to time as necessary on rise or fall of water; and failing to do so, the Master or Owner shall be responsible for all damage from neglect.

67. Ship's Engines shall not be worked for trial in the Dock without due notice being given to and permission obtained in writing from the Dock Master. Masters and Owners, in addition to the prescribed penalty, will be held responsible for any damage that may result from the working of their ship's Engines.

68. Projections from the deck of any vessel which interfere with another vessel loading or discharging shall be removed on requisition by the Dock Master.

69. The Master shall not permit the lines or ropes of any vessel in the Dock to be made fast to the Lamp Posts on the Wharfs or Quays, or to the Pillars of any shed, nor to any other place than the Samson posts, bollards, mooring posts, cleats, ringbolts, or other appliances specially provided for the purpose.

70. No Pitch, Resin, Tallow, or other inflammable materials shall on any account be melted on board-ship, or in boats, or on the Quays, except in such manner and in such places as shall be pointed out by the Dock Master, or the Traffic Officer, nor shall any Pitch, Tar, Oil, Flax, Oakum, Straw, Shavings, or other inflammable or combustible article be allowed to remain on the deck of any vessel, nor in boats nor on the Quays.

71. All Boats, Barges, &c., within the Dock are at the risk of their Owners, who will be held responsible for any damage which may occur whilst navigating them, or by their getting adrift.

72. No fender that will not float shall be used over the side of any vessel. Sails shall be furled before sunset.

73. Bells are not to be struck to denote the hour on board ships in Dock.

74. No vicious or dangerous animals, and no loaded gun or other fire-arm, shall be kept on board any vessel in Dock.

75. Masters of vessels shall be answerable for the acts of their crew or persons employed about such vessels.

76. The Port Officer is empowered to order the immediate removal from the Dock of ships having on board animal manures or other offensive or dangerous cargoes or persons with infectious diseases.

77. No person shall molest, assault, resist, hinder, obstruct, impede or interrupt, or offer or attempt to molest, assault, resist, hinder, obstruct, impede or interrupt any employé of the Trust in the execution

of his duty, or disobey his lawful orders, or use abusive or offensive language, or aid or incite others to do so.

WITH RESPECT TO FIRES AND LIGHTS.

78. Smoking and the use of any unprotected fire or light in any shed or warehouse within the Dock enclosure, is strictly prohibited.

79. No person shall smoke Tobacco or other substance, or ignite Lucifer Matches, or other inflammable articles, on any Pier or Quay, or on board any vessel within the Dock, except in such places as may be allotted for the purpose.

80. Fires of coal, charcoal or coke may be used in the cabins, deck-houses, forecastles, and cabooses of vessels in Dock between 5 o'clock A.M. and 9 o'clock P. M., subject to being prohibited (on any abuse) by the Port Officer.

81. Fires for donkey engines, steam winches, and portable forges are also permitted during working hours, and for ship's Engines for a reasonable period (say 3 hours) before a ship leaves, and (say 2 hours) after a vessel is berthed in the Dock.

82. All lights, whether oil lamps or candles, used on board vessels in Dock except as mentioned in clause 83, shall be in globes or secured lanterns.

83. Naked lights may be used only in the Engines and Boilers of vessels whilst under inspection and repair, or in duties connected therewith.

84. While any fire or light is lighted, at least one person on board is to be specially charged with the care thereof; and no fire or light is to be left or used in so rash, careless or negligent a manner as to risk or endanger the safety of or to ignite any goods, property or vessel in the Docks, or on the Dock premises.

85. All applications for special permission to use fires at any other than the prescribed hours, shall be made in writing to the Dock Master before 5 o'clock P.M., and shall specify the circumstances under which the request is made; if granted, the application, after having been endorsed by the Dock Master, is to be retained on board by the person charged with the care of the fire, and is to be exhibited by him to the Dock and Police officials, whenever demanded, and is to be returned to the Dock Master by 10 o'clock A.M. on the following day.

86. Vessels in Dock and all parts thereof shall be held or made free and accessible to the Dock and Police officials for their inspection in regard to fires and lights whenever they demand it, and no person shall disobey any order of any Police Officer or Watchman for extinguishing any fire or light used in contravention of these Bye-laws.

PENALTIES.

87. Any person convicted of having committed a breach of any of the foregoing Bye-laws, shall be liable to a penalty not exceeding (100) One Hundred Rupees. (*Section 75 of Act VI. of 1879.*)

(APPENDIX A.)

To

The DOCK MASTER
of the PRINCE'S DOCK,
Bombay.

Sir,

I have the honour to request that the undermentioned Vessel, of which I am Master, may be received into Dock on the——or as soon as practicable.

Name of Ship or Steamer——
Do. of Owners——
Description of Cargo——
Gross Register Tonnage——
Net do. do. ——
Exact present draft of water to inches——
Deep load do. do. ——
Ballast do. do. ——
Extreme length of vessel over all including Bowsprit if any——
Do. breadth do. do. do. ——
Has *not** Steam Appliances for Warping, &c.
Has *not** engaged a Steam Tug.
I hereby certify that the above information is correct.

BOMBAY HARBOUR, } *Master of the*
——1879. } S.S.——

* These negatives may be erased if necessary.

(APPENDIX B.)

PRINCE'S DOCK OFFICE,

Permit.

Bombay,——188 .

The S. S.——will be received into Dock at about ——M. on the ——188 , and should be brought into the Dock Channel under the directions of—— not later than——M., and will be placed alongside the—— Quay or Wharf at No.—— berth.

Dock Master

TO THE COMMANDER OF THE S.S.——

BOMBAY PORT TRUST.

RULES FOR THE TRANSPORT AND STORAGE OF MERCHANTS' GUNPOWDER AND OTHER EXPLOSIVES.

Rules made by His Excellency the Right Honourable the Governor of Bombay in Council under Act XII. of 1875.

(Notification No. 28 published for general information in *Government Gazette*, dated 24th June, 1880.)

1. No vessel having gunpowder or other explosives in excess of 100 lbs. weight on board shall come nearer to the shipping or to the Town of Bombay than one mile eastward of the Middle Ground Battery until the excess quantity has been discharged and deposited in the Magazine at Siwri, and no vessel shall take on board such excess quantity within the above local limit.

2. As a general rule, in landing and depositing or taking on board such excess quantity, no combustible stores shall be conveyed in the same boy with powder and ammunition. In special cases, however, where combustible stores of an exceptionally safe description are forwarded with proper precaution as to their stowage and security, this restriction may be omitted.

3. When receiving or delivering such gunpowder, ammunition, &c., the master of any vessel is to see that the platform in the vessel's hold, the gangways and combings of the hatchways are covered with tanned hides, or other suitable paddings, and that the barrels or boxes are carefully stowed, the hatches properly secured and locked, and that the key remains in his own possession.

4. A cushion (stuffed with white oakum) covered with leather is to be used for landing all such powder barrels or cases upon, whether in the hold of the vessel or on the wharf, when loading or discharging powder.

5. In stowing such powder in the hold of the vessel, the barrels are to be carried, and on no account to be rolled over each other, unless tanned hides are laid down for the purpose of protection.

6. After the vessel has been discharged, the hides, hair cloths, &c., are to be removed, and the hold carefully cleaned out.

7. When such gunpowder or ammunition is being shipped on board, or being discharged from any vessel within the limits of the port, neither fires, lights, nor smoking are under any circumstances to be permitted on board. Such shipment or discharge is only to be permitted between sunrise and an hour before sunset, and a red flag is to be displayed during shipment or discharge, from the highest foremasthead.

8. Every such vessel as last aforesaid when at anchor at night in the roadstead or in the track of shipping is to show a masthead light, and every such vessel when under weigh at night is to show side lights, according to the Admiralty Regulations.

9. Barges, lighters, and vessels carrying such gunpowder or other

explosives shall not when at anchor lie closer to Bombay than one mile from the Middle Ground Battery nor within half a mile of any of the shipping.

10. When any vessel has such gunpowder, ammunition, or combustible stores on board, a red flag is to be hoisted at the masthead and kept flying until the cargo is discharged. The master and all the crew are to remain on board until the explosive stores are discharged unless it be necessary to procure water or provisions, in which case notice is to be given to the control officer, but the vessel is not to be left without either the master or a petty officer on board.

11. Smoking and carrying lucifer matches on board lighters for conveying such gunpowder are strictly prohibited.

12. No fire is to be allowed in the vessels, barges, or boats having on board or receiving such gunpowder.

13. Vessels, barges, and boats having or taking on board such gunpowder are to be kept scrupulously clean, and free from loose gunpowder.

14. In shipping or unshipping such ammunition or gunpowder, tanned hides or wadmiltilts are to be laid over that portion of the vessel over which the cases or barrels pass.

15. All boats laden with such gunpowder or other explosives are to remain at anchor one mile eastward of the Middle Ground Battery, or, in bad weather, half a mile eastward of the shipping off Cross Island, until orders are received to land it.

16. Only deck-boats with closed-in hatches under lock and key (the latter to remain in the charge of the Police or other official superintending the discharge of the gunpowder or ammunition) are to be used for the conveyance of such gunpowder or other explosives, and they are to have the word "explosives" in white letters a foot long painted on a black ground on each side above the water line, and a red flag is to be kept hoisted during the time any such ammunition, gunpowder, or explosives is or are on board.

17. The consignee, agent, or other persons concerned shall give written notice (forty-eight hours before the expected arrival of any such gunpowder or other explosives) to the Port Officer, and to the Superintendent, Water Police, and the latter shall depute a special officer to remain in charge of such gunpowder or other explosive until the same has been deposited in the Magazine.

18. No percussion caps, fuzes, or other priming by which gunpowder or other explosives may be exploded, shall be carried in a boat having such gunpowder or other explosives on board.

19. Every person committing a breach of any of the above rules will be liable to fine under the provisions of Section 42 of Act XII. of 1875.

By order of His Excellency the Right
Honourable the Governor in Council,

M. W. WILLOUGHBY, Colonel,
Acting Secretary to Government.

Bye-laws made by the Trustees of the Port of Bombay, under Section 73 of Bombay Act VI. of 1879, for the safe and convenient use of the Magazine at Sivri for the storage of Gunpowder and other Explosives.

1. The premises on which gunpowder is stored are to be watched by a special officer and guard by day and night.

2. The control officer in charge is occasionally to inspect the watchmen to see that they are on the alert and doing their duty.

3. The watchmen are not to permit any persons but such as are employed in the service of the department to enter the magazine or enclosures. All the outer gates are to be kept shut, and no labourer or other person is to be allowed to pass during the working hours without leave from the control officer in charge.

4. The watchmen are not to allow any smoking or fire near the magazine, nor to suffer any person to come within the outer gates who has the least appearance of intoxication. They are immediately to secure any one guilty of any of these offences, and report the circumstances to the control officer in charge.

5. Any person in the employ of the department who may be detected smoking on any part of the gunpowder magazine, or bringing lucifer matches into the premises, will be immediately dismissed and prosecuted according to law.

6. The control officer in charge is not to absent himself for a night from the Magazine without authority.

7. The control officer is to superintend all operations which are being carried on by the labourers and others under his orders, and to see that all the duties are properly conducted.

8. On no occasion are strangers to have access to the Magazine without the attendance of the control officer, who shall take care that all persons entering have attended to the necessary precautions, and that they have no articles of a combustible nature in their possession.

9. The control officer is to keep a regular daily entry of all receipts and issues, and make the necessary alterations in the tally-boards attached to the bags in the Magazine.

10. The several persons whose duty obliges them to go into the Magazine shall invariably exchange their shoes for Magazine slippers before they enter, or else enter without shoes. Care will be taken to provide a sufficient supply of either over-boots, goloshes or slippers of suitable sizes fitted with straps and brass buckles to fasten over the instep, so as to prevent sliding or shuffling along the floors or platforms.

11. When there is an outer wall to the Magazine, the door in it, on any person entering, is to be shut before that of the Magazine is opened; and the inner door of the Magazine is to be shut before the outer one is opened on his going out.

12. The floors of the Magazine, shifting room, and passages, when not of wood, are to be covered with tarpaulins prior to removal of powder. Wooden floors are to be carefully swept before every such removal, and floors other than wood are also to be well swept, and kept

free from all gravel, sand, or grit, and previous to the removal of powder the rolling ways and stages are to be carefully watered.

II.—Precautions against Fire.

13. The watchmen are to be particularly attentive to the least appearance of a storm, and on hearing the first clap of thunder or seeing a flash of lightning, though the storm may be at a great distance, are immediately to give an alarm to the control officer, or magazine-keeper, as the case may be, who is immediately to cause all the magazine doors and windows to be shut, and to use every precaution necessary for the safety of the Magazine.

14. When such alarm has been given, every person in the employ of the department, whether on or off duty, is immediately to repair to the office to render such services as may be required of him by the control officer in charge.

15. The same precautions are to be adopted in the event of any fire breaking out in the neighbourhood of the Magazine.

16. The fire engines, engine hose, ladders, fire hooks, &c., are to be kept in perfect repair, and so lodged that they may at all times be ready and fit for use. The engines are to be worked twice a week, to ensure that they are in working order and that the water-supply is sufficient.

17. The person in charge of the Magazine is to know perfectly the arrangement and whereabouts of each article, so as to be able to find it at once in the darkest night.

18. The control officer in charge shall take care that the cisterns are kept constantly full of water, for the security of the Magazine, and that the several pumps and lightning conductors are kept in proper repair, and the wells full. He shall report to his immediate superior every week on the condition of the fire engine, water-supply and other appliances, and should any of these things become defective a requisition is immediately to be made on the department for the repairs to be performed.

III.—Care and Storage of Gunpowder.

19. The control officer shall keep three separate Registers of Receipts and Issues as follows :—

A.—For gunpowder, &c., landed at the Magazine for custody pending importation and clearance through the Custom House on payment of duty.

B.—For gunpowder, &c., landed from vessels for temporary deposit, during their stay in harbour, to be taken on board again when they sail.

C.—For gunpowder, &c., on which customs duty has been paid, lodged for care pending removal at the convenience of the owners.

20. On the arrival of any powder for storage, if it be from a ship in harbour under class A or B, the control officer shall first check the packages by their marks and numbers with the boat notes, and countersign the latter in acknowledgment of receipt, or endorse upon them a note of any discrepancies he may observe, for the information of the Customs Department.

21. He shall then enter it in the proper Register,—A, B, or C, as

the case may be,—and furnish the depositor with a receipt in corresponding form.

22. In storing the powder he shall be careful to see that each lot is kept together according to its marks and numbers, and separate from other lots as far as practicable.

23. Powder, &c., coming under class A or B on which duty has not been paid, shall invariably be stored in a separate room to be set apart for its reception, and shall be held at the disposal of the Customs Department, pending production of a written permission to re-ship in the case of powder coming under class B, or of an import entry and no demand certificate under the signature of the Collector of Customs in the case of powder coming under class A.

24. The no-demand certificate shall be endorsed upon the Magazine receipt, and no powder shall be allowed to leave the Magazine unless the receipt has been produced and the control officer has satisfied himself that the certificate, if required, has been endorsed upon it.

25. On production of the import entry and no-demand certificate as above, for powder stored under class A, the powder shall be written off Register A, and, unless it is to be passed out at once, shall be entered in Register C, and removed and stored in the duty-paid powder room.

26. No powder shall be passed out of the Magazine without production of a transport license or other proper authorization from the Commissioner of Police.

27. Every barrel, box, or case shall be carefully examined, in order to discover whether it be perfectly closed, so that no powder can escape, and whether any of the hoops be fastened with iron nails, or there be any iron or any thing objectionable on any part of the barrel, &c. Should any barrel, box, or case be discovered so circumstanced, it shall not be received into the Magazine, but the powder shall be immediately shifted into another barrel or case, and a report made to the controller. These precautions must never be dispensed with, as fatal accidents have happened from their being neglected. A record of the examination will be made on every arrival of powder.

28. No barrel, box, or case shall on any account be opened in the Magazine, but, when required, shall be taken to the shifting room, which must always be kept ready for that purpose.

29. No barrels containing powder or ammunition are to be suffered to lie open in the Magazine, and no powder is to be shifted from one bag to another, or otherwise, without a sufficient number of tanned hides or wadmiltilts being placed under the barrels, in order to keep the powder as much as possible from the floor; any loose powder is to be carefully swept up, and not suffered to remain. Care must also be taken that all powder barrels are properly and securely stacked in the several bags; and in case any of the heads of the barrels start, they are immediately to be removed, and the powder shifted into serviceable barrels.

30. In the event of the issue of a less quantity than a whole barrel, the package containing it is to be marked like the barrel

from which it is taken. In the journal of issue, the marks, dates, &c., are to be noted as a matter of record.

31. In stacking barrels or cases of powder and ammunition, a space is to be left between them and the wall of the Magazine, to allow of a free circulation of air and prevent injury from damp.

32. No stores whatever are to be placed in the same compartment of the magazine with powder in barrels. Ammunition for breech-loading small arms, especially which contains its own means of ignition, must not be stowed within the same masonry compartments of the Magazine as gunpowder.

33. The control officer is accordingly to take the necessary steps for placing ammunition of this class in separate masonry compartments.

34. The powder which has been longest in store of every consignee is as a rule to be issued first, except by special order to the contrary.

35. Upon no account whatever are friction tubes, percussion fuzes, or fuzes of any kind that contain their own means of ignition within themselves, to be placed inside the Magazine.

IV.—COOPERAGE.

36. All tools, instruments, or other articles used in the Magazine are to be made of wood, copper, or bronze, and nothing containing iron or liable to cause ignition is to be admitted.

37. The use of iron rivets to copper hoops of the description used for powder barrels, whether loose or otherwise, is forbidden in the Magazine, even if those hoops should be intended to be applied in the first instance to barrels not containing powder, as they are liable to be afterwards transferred to such as may contain it.

38. In heading and unheading powder barrels, the persons employed are never to use the bare adze against the copper hoops, but are invariably to apply a wooden-handled metal setter.

39. Whenever it may be necessary to shift gunpowder from one barrel to another, the barrel intended to receive such powder shall first have all the marks except the tare on it carefully obliterated, and shall then be re-marked with precisely the same marks as the barrel from whence the powder is transferred, with the exception of the tare marks.

40. Nails are on no account to be used to fasten on the hoops in re-heading powder barrels.

41. When large quantities are delivered, the control officer making the issue is to take care that the contractor by whom the packages are received provides proper conveyance for the same, that the carts or wagons are not overladen, and that they are properly secured.

42. Any person infringing the above bye-laws will be liable to a penalty, for each infringement, not exceeding one hundred rupees.

MARINE DEPARTMENT,

BOMBAY CASTLE, *14th June*, 1880.

No. 26.—Under Section 43 of the Bombay Port Trust Act, 1879, the following scale of rates, framed by the Trustees of the Port for the

wharfage, landing and storage of gunpowder at the Trustees' Magazine at Siwri, and sanctioned by Government, is published for general information :—

	Wharfage.	Landing, storing, & delivering.*	Rent for 6 months or part of 6 months.
	Rs. a. p.	Rs. a. p.	Rs. a. p.
Case or Barrel up to 25 lbs.	0 2 0	0 1 6	0 6 0
Do. above 25 lbs. up to 50 lbs.	0 3 0	0 2 0	0 12 0
Do. above 50 lbs. up to 100 lbs.	0 4 0	0 3 0	1 0 0
For every 25 lbs. additional	0 2 0	0 1 6	0 6 0
Percussion caps and loaded cartridges per cubic foot	0 2 0	0 1 6	0 6 0

By order,
(Sd.) J. M. MACDONALD, Colonel,
Secretary to Government.

* Does not include any charge for boat hire.
Charge for loading and unloading carts 1 anna per cart.

BOMBAY PORT TRUST.

PILOTAGE RULES.

MARINE DEPARTMENT,
BOMBAY CASTLE, *11th February*, 1880.

No. 7.—Under section 74 of the Bombay Port Trust Act, 1879, the following bye-laws made by the Trustees of the Port of Bombay under section 72 of the said Act are published for general information :—

PREFATORY NOTES.

1. The direction and management of the Port, Pilotage and Docks under the control of the Trustees of the Port are vested in the Port Officer.

2. The First Assistant shall be the Deputy to the Port Officer for the performance of all the duties appertaining to his office in regard to the Port and Pilotage Departments.

3. There shall be also a Dock Master, who shall be under the control of the Port Officer, and shall have the rank of Second Assistant Port Officer.

4. Three Master Pilots shall be appointed to be also Harbour Masters, whose duties shall be to carry out the details of the duties belonging to the Port Officer and his Assistants under the orders of those officers.

They shall be stationed as follows :—
One at the Port Office, which shall be styled No. 1 Station.
One at the Prince's Dock, to be styled No. 2 Station.
One in charge of the Pilot Schooner to be styled No. 3, or the Outer Station.

BYE-LAWS MADE BY THE TRUSTEES OF THE PORT OF BOMBAY UNDER SECTION 72 OF THE BOMBAY PORT TRUST ACT, 1879.

REGARDING THE DUTIES OF MASTER PILOTS OR HARBOUR MASTERS.

1. *At No. 1 Station.*—He shall see that all vessels are properly berthed and moored in the Harbour, and Transport such vessels as may be ordered. He shall have the care and inspection of the Light Ships, the Anchor Hoy and all other vessels, boats and the buoys of the department, and perform the surveying and measuring duties. In the event of fire he shall attend at the spot thereof with all unemployed Pilots, who are to place themselves under his orders, to render assistance ; and under the Port Officer shall have charge of the general conservancy of the Harbour.

2. *At No. 2 Station.*—He will, under the orders of the Dock Master, have the control of the positions in which vessels are to be anchored off the Dock Channel and over the approaches to the Dock. He will conduct and direct vessels from the Harbour

through the channel to and from the Docks, and assist in Docking and Undocking vessels, and superintend placing them in their allotted berths. He will superintend all the arrangements, and also prepare and provide all wraps, ropes, fenders, tugs, boats and other appliances in readiness for Docking and Undocking vessels.

3. *At the Outer or No. 3 Station.*—He shall have charge of the Schooner and the control of the Tender Vessel and Pilots at the Outer Station; and be responsible and use his utmost endeavours to supply Pilots to in-bound and to receive Pilots from out-bound vessels. He will keep such complement of Pilots on board the Schooner as may be ordered from time to time, and arrange for the return to the harbour of others not required. He will remain on his station for such periods as may be ordered, leaving it (unless under exceptional circumstances) only when relieved by another Harbour Master in the Fair Season, or during the S. W. Monsoon when relieved by another vessel.

4. Each Harbour Master will keep a Journal or Diary of his daily employment, which shall be submitted for the inspection of the Port Officer on each occasion of the Harbour Master taking up the duties at No. 1 Station, or whenever called for.

5. The Harbour Masters shall undertake the duties at each of the Stations in rotation for such periods as may from time to time be ordered by the Port Officer.

REGARDING PILOT VESSELS.

6. The Trustees shall provide and maintain such Schooners and other vessels, for conveying Pilots to and from inward and outward bound vessels, as they may from time to time consider to be necessary.

7. Such crews as the Trustees consider to be necessary for the working of the Pilot vessels shall be provided by and at the expense of the Trustees.

8. The Pilot Schooner, which shall be painted a black colour outside, except a ribbon or band 2 inches wide close above the covering board, and the number in large figures on each bow, which shall be painted white, shall cruise between the Outer Floating Light Ship bearing S. E. 2 miles and the Island of Kundaree bearing S. E. 5 miles, and the position between these bearings shall be known as the Outer Station.

9. A Log or Journal, supervised and countersigned daily by the Harbour Master in charge, shall be kept on Board each Pilot Schooner when working; the following entries are to be carefully made therein every four hours when at the Outer Station, and shall be verified by the signature of each Pilot at the end of his watch, viz:—

The state of the Weather.

The direction and force of the Wind and Currents.

The readings of the Barometer and Thermometer.

The bearings and estimated distance of the Outer Light Ship.

The depth of water the Schooner is in, and whether she is under weigh or at anchor.

The time of sighting a vessel and the bearing; when and where the Pilot was placed on board.

The time and position when a Pilot leaves an out-bound vessel, and when received on board.

The time of receiving on board Pilots from the Inner Station, or

the despatch of excess Pilots to the shore, and all signals to shipping or signal station.

This Log shall be forwarded to the Port Officer for inspection immediately after each cruise in the S. W. Monsoon, and at such intervals during the Fair Season as may be ordered.

10. When the Schooner at the Outer Station shall fail to supply an inward-bound vessel with a Pilot outside the limits of the Port, and such inward-bound vessel shall be supplied from the shore or elsewhere before reaching the Sunk Rock Inner Light, then the Pilots shall only receive (for division into shares) one-half of the sum they would have been entitled to had such vessel been piloted in from beyond Port limits.

11. When an inward-bound vessel shall not be supplied with a Pilot until inside the Sunk Rock Light, only one-third of the money they would have been entitled to had the vessel been boarded outside Port Limits shall be given to the Pilots.

12. Should the Schooner be within moderate distance of an inward-bound vessel and offer a Pilot, then the Pilots shall receive the same share as they would have received had a Pilot been put on board in that position.

REGARDING THE PILOT SERVICE.

13. The Pilot Service shall consist of 15 Licensed Pilots, viz:—

5 First Grade Pilots.
5 Second do. do.
5 Third do. do.

14. All Pilots shall hold licenses to perform the duties of a Pilot for the Port of Bombay for the grade they may be serving in, which shall be issued under the signature and seal and be revocable at the order of the Trustees of the Port.

15. The fee for a Pilot license on first appointment shall be Rs. 15, and for the renewal thereof in case of loss, or promotion to a higher grade, shall be Rs. 5.

16. No license shall be renewed, nor another issued to any Pilot until after the former one has been returned and cancelled, or its loss has been satisfactorily explained.

17. Promotion to the various grades will generally be given by seniority, but the Trustees reserve to themselves the right of passing over any Pilot.

18. During the absence from any cause for more than one month of one or more Pilots on the permanent list, the Trustees may appoint a like number of Probationers who shall have passed the examination prescribed by bye-law 22 to be Acting Pilots. So long as such Probationers shall remain Acting Pilots they shall receive the pay of the class of the Pilots in which they may be acting, and shall otherwise be amenable to the rules laid down for observance by Pilots.

REGARDING PROBATIONERS FOR THE PILOT SERVICE.

19. Such number of Probationers, not exceeding four, may be entertained as may from time to time be considered necessary.

20 To be eligible for admission to the Pilot Service, Candidates must be British subjects, and at least 21 years of age. They

must hold certificates of good conduct, character and ability, and must undergo an examination by and produce a certificate from the Medical Officer appointed by the Trustees that they are physically fit and are of a sufficiently hardy or strong constitution to perform a Pilot's duty, and that they to all appearance enjoy good health.

21. The Port Officer shall have the appointment of Probationers, subject to the approval of the Trustees.

22. Any Probationer may, with the sanction of the Port Officer, go before the Examining Committee, and if he passes he will be eligible for appointment as a Third Grade Pilot when a vacancy occurs.

23. A Probationer not passing the required examination to qualify for performing a Pilot's duties within 6 months after the date of his appointment shall be liable to be struck off the list.

REGARDING THE EXAMINATION BOARD.

24. The Examiners of Pilots shall be—

The Port Officer or one of his Assistants.
One Harbour Master.
One First or Second Grade Pilot.
Lloyd's Marine Surveyor (who shall receive a fee of One Gold Mohur for each Pilot examined).

GENERAL RULES FOR THE GUIDANCE OF PILOTS.

25. As all the various duties connected with the Department cannot be completely detailed in these Regulations, it is hereby directed that every verbal order or instruction given by the Port Officer and the Officers of his Department be promptly attended to and carried into effect by the Pilots, who will be careful to conform to and to make themselves acquainted with all Circulars and Orders issued from time to time for guidance in connection with their duties.

26. No Pilots shall absent himself from his station or from his duty without permission, except in case of sickness which shall be reported without delay, accompanied by a certificate from a qualified Medical Officer approved by the Trustees.

27. An officer will be appointed by the Trustees to afford medical aid to Harbour Masters, Pilots, and Probationers free of charge.

28. When Pilots are on board the Schooners they shall be under the authority of the Harbour Master in charge, and they must pay strict attention to any lawful order he may give, whether as to taking their turn at working the Schooner at which they must assist or as to boarding vessels.

29. Pilots returning from the performance of any duty will, if between the hours of 10 A.M. and 5 P.M., report themselves personally to the Assistant Port Officer, and enter their names and the time of landing in a Book kept for that purpose; all unemployed Pilots will attend at the Office from 10 to 11 A.M. and from 4 to 5 P.M. daily for any orders.

30. Pilots shall conduct themselves on all occasions in an orderly and civil manner; when in charge of vessels they should meet the wishes of Commanders when the safety of the vessel is not involved

thereby, or will not lead to inconvenience, nor to the infringement of orders received from the Department.

31. When on duty Pilots shall wear a uniform dress, consisting of a round double-breasted white or blue cloth or serge coat, to button if required close up to the throat, by two rows of Bombay Port Trust pattern buttons of four in each row ; with blue cloth or serge or white trousers. If a cap be worn, it shall be of the round crown Navy pattern, with drooping peak, surrounded by a mohair band and the Bombay Port Trust badge in front.

32. Pilots should invariably appear respectably and neatly dressed.

33. Each Pilot shall provide himself, have with him, and produce when necessary or demanded, an efficient Watch and pair of Binoculars ; also his License, a Tide Table, the Port Pilotage and the Wet Dock Regulations.

34. It is the duty of Pilots to take Steamers to sea from clear berths, or to bring them into Harbour on ordinary nights when the lights are visible, and reasonably distant objects discernible ; but they shall on no account run unnecessary risks by venturing within the leading marks, or keeping vessels underweigh when the lights cannot be seen, and whilst underweigh the lead shall be kept going, and the soundings be carefully observed. And all signals made at Signal Stations on shore, at Light Vessels and on board the Pilot Schooners are to be observed and attended to.

35. Immediately after any vessel may have caused or sustained damage, touched the ground or got on shore while in their charge, pilots shall furnish a clear and explicit report of the same to the Port Officer ; such report should state the cause, in the Pilot's opinion, of such accident, damage or grounding ; time of occurrence thereof, bearings of known objects ; means used to get the vessel afloat, or clear ; state of wind, weather and tide ; length of time the vessel lay on the ground or in collision, and nature of the ground ; such report should be submitted to the Commander or Officer in charge for his remarks and countersignature, or his refusal to do so should be noted thereon by the Pilot ; unless prevented by circumstances the Pilot will present the report personally, and he shall not after an accident has occurred and damage been caused or sustained take the vessel to sea (Mail Steamers excepted) until ordered to do so by the Port Officer.

36. It will be the duty of Pilots to see that the Arrival or Departure Report is duly and correctly filled up before he leaves a vessel, and that it is forwarded without delay. On arrival report containing intelligence of exceptional importance, and the arrival reports of Mail Steamers or vessels with passengers of considerable official or of high rank, or vessels with dangerous cargo on board, should be forwarded direct to the Port Officer ; in all other cases the report should be left at the Office.

37. Departure Reports are on no account to be detained on board the Schooner at the Outer Station (where they are immediately on arrival to be handed to the Harbour Master in charge), but are to be sent in to the Office by the first opportunity.

38. In cases of fire or other accidents afloat, the Pilots off duty shall immediately attend at the Port Office to receive orders.

39. Whenever any of the Harbour, Shoal or Mooring Buoys are missing, injured or out of their proper places; or if any vessel is placed improperly as to her draught of water, or too near the moorings of other vessels or shoals; or if it comes to the knowledge of any Pilot that any of the Port Rules are being or have been infringed; or in the event of any circumstance out of the ordinary course, or any casualty occurring on board vessels whilst they may be in Pilotage charge, or have a Pilot on board, the same should be reported to the Port Officer without delay.

40. When passing any Vessel of War, it is the Pilot's duty to request the Master to dip the colours; and on the approach of any Man-of-war or other Government Boat to board to "heave the vessel to," or to cause the speed thereof to be sufficiently checked (when it can be done with safety) to enable the boat to get alongside without loss of time.

41. Pilots are forbidden to receive any gratification from Masters of vessels or others with whom they are brought in contact in the execution of their duty; any gratuity given to a Pilot will, if brought to the notice of the Trustees of the Port, lead to his instant dismissal.

42. Pilots shall not hold any interest in steam tugs, nor shall they be allowed to keep a Tavern or Lodging House, or in any way to retail Wines or Spirits.

43. No Pilot shall claim salvage without the consent of the Trustees.

Regarding Anchoring and Mooring.

44. The practice of making a running moor must never be resorted to when it can possibly be avoided.

45. All vessels shall be moored as a general rule South-South-West and North-North-East, between the 15th of September and the 15th of May there shall be 45 fathoms of cable to the hawse each way; between the 15th of May and the 15th of September there shall be 60 fathoms of cable on the flood or South-West anchor, and 45 fathoms on the ebb or North-East anchor to the hawse; and all vessels shall be berthed in a sufficient depth of water to enable them to load to their deepest draught without touching the ground, and in a position where they will swing clear of all other vessels, fixed moorings, shoals, and buoys.

46. Vessels which are intended and are ready on arrival to be placed in Wet Dock, but which cannot enter the Dock until the next flood-tide, will be placed at single anchor off the Dock channel, or as near thereto as their draught of water will admit; and will, if necessary, after receipt of an order from an Officer of the Department, be left by the Pilot in charge of the Commander; but in no other case shall a Pilot quit an in-bound vessel after once taking charge until after it has been received into Dock or is properly berthed in the harbour.

47. Vessels intended to be placed in Wet Dock, but which on arrival are of heavier draught than the depth of water at the Dock Entrance will admit, or from other circumstances may not be able to enter the Dock within 24 hours, shall be moored or placed at single anchor in the harbour as may be ordered.

48. Vessels arriving with or taking in Gunpowder shall be anchored

not nearer than one mile South-East from the Middle Ground Battery, or in stormy unsettled weather not nearer than one mile from the Easternmost shipping and Cross Island not bearing to the Westward or North-West.

49. Vessels arriving with or taking in Dynamite, Nitro-glycerine or other explosives shall, in the absence of special orders, be anchored not nearer than one and a half miles South-Eastward of the Sunk Rock Light.

50. Vessels remaining below the Middle Ground over 24 hours shall be moored unless the Commander signifies in writing his readiness to take charge of the vessel at single anchor.

Regarding Unmooring and Transporting.

51. The transporting duties will, when practicable, be performed by the Harbour Masters, but any excess will be conducted by the Pilots in rotation for duty.

52. In unmooring vessels it will be the duty of the Pilot to see and personally assure himself that one anchor is clear for being let go; that the cable is ranged, bitted, and clear for running, and on a "non-self-fleeting windlass," that the chain is fleeted close over when the anchor is "short a peak" (so as to bring it well up clear of the ground) before weighing the last anchor.

53. On no account shall any vessel be moved to another part of the harbour without there being a sufficient number of seamen on board (European or Native) to perform any duty which may be required, and no vessel should be moved underweigh unless the Master thereof is on board.

Regarding Outward Pilotage.

54. On taking charge of an out-ward bound vessel, the Pilot should not get the vessel underweigh unless the Commander is on board; in the event of his doing so, the Pilot will be held personally responsible for any or all accidents that may occur from any cause. He will see that the vessel's National Ensign is kept hoisted between sunrise and sunset, or until the vessel is beyond the harbour limits. He shall see that the lead line is correctly marked, and that the steering gear is in good order; he shall also ascertain the draught of water and freeboard, the time, bearing and estimated distance of the Outer Light Vessel on his leaving the vessel, and shall enter the same in the Departure Report.

55. In working out of the harbour during the South-West Monsoon, or whenever the vessel has a head wind, the Pilot must be careful not to leave the vessel in his charge until she is well clear of all danger, and every endeavour should be made to leave outward-bound vessels when within the limits of the Outer Station.

56. Unless under circumstances of unavoidable necessity, no Pilot shall without his consent be taken to sea beyond the limits of the Port

or of the Outer Station in any vessel whatever; and every Pilot so taken under circumstances of unavoidable necessity or without his consent, is entiled over and above his share of the Pilotage fees to receive from the ship as follows:—

If a 1st Grade Pilot, Rs. 12 per diem.
If a 2nd Grade ,, 10 ,,
If a 3rd Grade ,, 8 ,,

in addition to board and lodging to be computed from and inclusive of the day on which the ship passes the limits of the Port up to and inclusive of the day of his being returned in the said ship to within the limits of the Port, or up to and inclusive of such day as will allow him if discharged from the ship sufficient time to return thereto; and in this last case he is entitled to his reasonable travelling expenses.

57. When on outward-bound vessel anchors below the Middle Ground in the South-West Monsoon, or during unsettled weather, the Pilot shall not quit the vessel (unless specially ordered to do so) if she is going to sea on the next day.

REGARDING INWARD PILOTAGE.

58. Before boarding a vessel the Pilot will ascertain whether there is any epidemic disease on board. If there is, and the epidemic be of a severe nature, such as Plague, Yellow Fever, or a number of cases of Cholera, Small-pox or Measles, he will direct the vessel to be anchored at the Quarantine anchorage, and to hoist the Quarantine flag; but in the latter three diseases, if there is or only has been one or two cases during the voyage, he will board and (after obtaining a certificate from the Commander to that effect) berth the vessel in the harbour, hoisting the letter R flag, the signal for the Health Officer of the Port to inspect.

59. In the event of the Pilot having boarded a vessel which requires to be placed in quarantine, he will remain on board till the vessel obtains Pratique.

60. The Pilot will on boarding note the time, the bearing and estimated distance from the Outer Light Vessel, entering the same in the Arrival Report. He will also ascertain the vessel's present and deep load draught of water entering the same in the Arrival Report, see that the anchors are clear, and cable ranged to the required length; that the National Ensign is hoisted in its proper place, and the flags denoting the name of the vessel in the Commercial Code (and the Port from which she sailed if demanded), and will take care that the flags are placed in such a manner as to be clearly seen from the Outer Signal Station.

61. When there are despatches on board for Government, or Post Office Packets, the Pilot will request the Commander to send such on shore with as little delay as possible.

62. Harbour Masters and Pilots will be provided with a distinguish-

ing flag, which is to be displayed, hoisted under the national flags of vessels of which they are in charge.

The same flag hoisted under the Pilot Jack at any of the signal stations or at the Prince's Dock, will be used in communicating with the vessel.

The flags and pennants of the International Code will be used for this purpose :—

Harbour Masters.....	1—Flag B. 2—Pennant—C. 3— Do. —D.
1st Grade Pilots	1—Pennant—F. 2— Do. —G. 3—Flag—H. 4—Do. —I. 5—Do. —K.
2nd Grade Pilots.....	1—Flag—L. 2—Do. —M. 3—Do. —N. 4—Do. —P. 5—Do. —Q.
3rd Grade Pilots	1—Flag—R. 2—Do. —S. 3—Do. —T. 4—Do. —V. 5—Do. —W.

On Pilots boarding vessels requiring to be taken into the Prince's Dock (as soon as the Vessel's number has been repeated or replied to at the Outer Signal Station) the signal C. S. R. M. and the vessel's draught of water is to be hoisted, which will be telegraphed from the signal and Port stations, and arrangements will be made to take the vessel into Dock if the tide serves ; if not the rendezvous flag will be displayed under the Pilot's distinguishing flag at the Dock Flag Staff and the vessel is to Anchor off the Channel.

II.—Regarding Pay.

63. The gross receipts for Pilotage shall be divided as follows :—

One-half to be distributed amongst the Harbour Masters and Pilots according to the following scale :—

(*a*) 2 per cent. on the gross amount of "Inward" Pilotage fees of vessels supplied with Pilots by the Outer Station Schooner shall be paid to the Harbour Master according to the time that he may have been in command, *e. a.*, if one had command for 8 days, another for 10 days, and the 3rd for 12 days in a month of 30 days, they would be paid $\frac{8}{30}$ths, $\frac{10}{30}$ths, and $\frac{12}{30}$ths respectively of 2 per cent. of the "Inward" Pilotage fees of vessels supplied with Pilots from the Outer Station Schooner for that month.

(*b*) In the event of a Pilot being unable for any reason to take a vessel into Dock after arriving off the Channel, and if a

Harbour Master shall afterwards pilot the vessel through the channel into Dock, then such Harbour Master shall receive 10 per cent. of the Pilots' share of the Pilotage of such vessel.

(c) A Harbour Master transporting a vessel from or to a berth in the Harbour into or from any Dock, or from one part of the Harbour to any other part, shall receive 50 per cent. of the "transporting fee." In the event of a Harbour Master's services not being available, the Pilot who shall be employed on this duty shall receive the said sum.

(d) Such allowances, as may be due under the rules, shall be paid to the pilots on leave.

(e) After the above payments have been made, the remainder shall be distributed amongst the Pilots in the following proportions :—

5 First Grade Pilots shall receive		$\frac{6}{15}$	shares.
5 Second Grade do.	do.	$\frac{5}{15}$	,,
5 Third Grade do.	do.	$\frac{4}{15}$	,,

64. In calculating the pay accruing to Pilots, regard shall be had not only to the rank or class of the Pilot, but also to the value of the work which he shall have performed, and the calculations shall be made according to the following examples :—Take the receipts from Pilotage for one month to be Rs. 10,000, of which Rs. 5,000 is for Inward and Rs. 5,000 for Outward Pilotage, and—the Pilot Establishment being kept up at its full strength—take it that that amount was earned as follows :—

By 5 First Grade Pilots from vessels on which the Pilotage amounted to Rs. 3,500 in the following proportions :—

Pilot A	Rs. 800	
,, B	,, 900	
,, C	,, 600	
,, D	,, 500	
,, E	,, 700	
		3,500

By 5 Second Grade Pilots from vessels on which the Pilotage amounted to Rs. 3,300 in the following proportions :—

Pilot F	Rs. 700	
,, G	,, 600	
,, H	,, 500	
,, I	,, 600	
,, J	,, 900	
		3,300

By 5 Third Grade Pilots from vessels on which Pilotage amounted Rs. 3,200 in the following proportions :—

Pilot	K	Rs.	800
,,	L	,,	600
,,	M	,,	500
,,	N	,,	700
,,	O	,,	600
			3,200
		Rs.	10,000

The amount divisible amongst the whole of the Pilots would, under rule 67, be 50 per cent. of the gross earnings, which is Rs. 5,000, which would be divided as follows :—

2 per cent. of gross Inward Pilotage to Harbour Masters	Rs.	100	0 0
13ths of balance, *e. g.* Rs. 5,000—Rs. 100=Rs. 4,900			
5/13ths to 5 First Grade Pilots	Rs.	1,960	0 0
4/13ths do. do. 5 Second Grade do...	,,	1,633	5 4
4/13ths do. do. 5 Third Grade do	,,	1,306	10 8
	Rs.	5,000	0 0

The 5/13ths shares accruing to the First Grade Pilots would be divisible according to the following proportions :—

If their gross earnings, Rs. 3,500, give net earnings amounting to Rs. 1,960, what will A's share of gross earnings, *i.e.* Rs. 800 give ? Ans.

			Rs.		Rs.	448
B's	do.	do.	,,	900	,,	504
C's	do.	do.	,,	600	,,	336
D's	do.	do.	,,	500	,,	280
E's	do.	do.	,,	700	,,	392
			Rs.	3,500	Rs.	1,960

According to the same method of calculation, the 4/13ths shares divisible amongst the 2nd Grade Pilots would give—

Pilot	F	on his Rs.	700	of earings Rs.	346	7	6
,,	G	,, ,,	600	,, ,,	296	15	6
,,	H	,, ,,	500	,, ,,	247	7	7
,,	I	,, ,,	600	,, ,,	296	15	6
,,	J	,, ,,	900	,, ,,	445	7	3
		Rs.	3,300	Rs.	1,633	5	4

And the 4/13ths shares divisible amongst 3rd Grade Pilots would give to—

Pilot	K	on his Rs.	800	of earnings Rs.	326	10	8
,,	L	,, ,,	600	,, ,,	245	0	0
,,	M	,, ,,	500	,, ,,	204	2	8
,,	N	,, ,,	700	,, ,,	285	13	4
,,	O	,, ,,	600	,, ,,	245	0	0
		Rs.	3,200	Rs.	1,306	10	8

But these sums would, as has already been stated, be subject to the deduction of transporting fees and leave allowances payable under Clauses *b*, *c* and *d* of Rule 68.

The remainder of the Pilotage earnings to accrue to the Trustees for their expenses in connection with the Pilot Service."

In the event of there being one or more vacancies in any grade or grades, the average share of the earnings accruing on account of such vacancy or vacancies should be added to the sum divisible amongst the running pilots in the proportion that their pay bears to each other in bye-law No. 85.

65. Any personal servants required by Harbour Masters or Pilots on board Schooners or other vessels employed in the conveyance of Pilots shall be provided by the Harbour Masters or Pilots themselves, with the exception of a topaz on board each Schooner, who shall be paid by the Trustees.

66. Any sums retained from the Pilots under bye-laws 10 and 11, also the amount of all Fines and the Fees for Licenses recovered from Pilots shall be credited to the Trustees' share of pilotage earnings.

67. A statement of the Pilotage receipts shall be made up by the Trustees every month, and the amount payable to the Pilots shall be distributed in the month succeeding that during which it shall have been received by the Trustees.

III.—Regarding Leave.

68. Leave of absence can never be claimed absolutely as of right; it will only be granted when the exigencies of the Service permit.

69. Leave on Medical Certificate may be granted for two years in all, but not for more than one year at one time.

70. A Pilot on leave on Medical Certificate is entitled to the half pay of his substantive grade.

71. Leave on private affairs may be granted without pay for any term not exceeding one year at one time, provided the Pilot or Harbour Master has completed 3 years' service; such leave may be repeated after intervals of six years, but shall not be cumulative.

72. Leave on Medical Certificate does not count as qualifying for leave on private affairs under the foregoing rule.

73. Privilege leave on full pay of the grade in which a Pilot or Harbour Master holds substantive rank may be granted as follows:— After 11 months' uninterrupted duty, for not more than one month; after 22 months' uninterrupted duty, for not more than 2 months; after 33 months' uninterrupted duty, for not more than 3 months, provided that this description of leave shall not be cumulative for more than 3 months.

74. Privilege leave cannot be taken during the monsoon months, *i.e.*, between 1st June and 30th September.

75. Privilege leave may be taken, at the discretion of the Trustees, in separate instalments. No second instalment shall be taken until after the completion of six months' continuous duty from the expiry of the previous instalment. In this case the period qualifying for fresh privilege leave will be reckoned from the expiry of the first instalment, the period of the second instalment being omitted from the calculation.

76. If a Harbour Master or Pilot shall over-stay his privilege leave, he shall forfeit all salary during the time of his remaining so absent ; and if he so continue absent more than one week in excess of his leave, his office shall become vacant.

77. But the Trustees may exempt a Harbour Master or Pilot from the incidence of the last rule should they consider that his absence has been prolonged beyond his leave by circumstances over which he had no control, and which he could not be expected to foresee.

78. Privilege leave cannot be taken in continuation of sick leave or leave on private affairs, or *vice versa*.

79. On promotion to a higher grade during privilege leave, payment of the higher salary shall be made from the date of promotion, provided that it does not involve any increase or change of duties or responsibilities.

80. Casual leave may be granted at the discretion of the Port Officer for any period not exceeding 10 days at one time, and not exceeding 20 days in any one calendar year ; such leave is not admissible in extension of leave of any other description ; being unofficial and of a temporary nature, it does not disqualify a Harbour Master or Pilot for other leave, and it carries with it the same pay that he would receive if on privilege leave.

81. Allowance during privilege leave or casual leave shall be payable from the fund from which the pay of the person absent on leave is payable : and in the case of a Pilot such allowance shall be calculated at the proportionate rate of earings of the grade to which he shall belong.

82. Leave on private affairs cannot he taken in continuation of any other leave ; but any leave granted under these Rules may be retrospectively changed for any other kind or amount of leave which might at first have been granted.

83. Leave without pay cannot be converted retrospectively into leave on Medical Certificate ; but leave on Medical Certificate may be given in continuation of leave without pay.

84. Absence without leave, or after the end of leave (excepting privilege leave, in which case a week's grace is allowed) involves loss of appointment.

85. For the purposes of the Leave Rules the pay of the several grades of the Pilot Service shall be taken to be as follows :—

Harbour Master	Rs.	450	per mensem.
1st Grade Pilot	,,	400	,,
2nd ,,	,,	330	,,
3rd ,,	,,	265	,,

By order of H. E. the Hon'ble the Governor in Council,

JOHN A. M. MACDONALD, Colonel,
Secretary to Government.

BOMBAY PORT TRUST.

RATES TO BE CHARGED AT THE PRINCE'S DOCK.

Sanctioned by the Government of Bombay on the 9th day of March, 1880.

Removal and Delivery Charges should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free days allowed.	Rent per week, or part of a week, for Unclaimed Goods Warehoused.	No. of Item.	Description of Goods.	How Charged.	Imports.			Exports.		
					Wharfage Fee.	Dock and Landing Charges.	Total Charge, Wharfage and Landing.	Wharfage Fee.	Dock and Shipping Charges.	Total Charge, Wharfage and Shipping
Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
0 4 0	0 4 0	1	Acids	Case	0 4 0	0 5 0	0 9 0	0 4 0	0 5 0	0 9 0
0 1 0	0 0 6	2	Aërated waters	One dozen	0 0 3	0 1 0	0 1 3	0 0 3	0 1 0	0 1 3
0 3 0	0 4 0	3	Ale, Beer, Porter and Cider, in wood	Hogshead	0 4 0	0 4 0	0 8 0	0 4 0	0 4 0	0 8 0
0 0 6	0 0 3	4	Ale, Beer, Porter and Cider, in bottles	One doz. qts. or 2 doz. pints	0 0 6	0 1 0	0 1 6	0 0 6	0 1 0	0 1 6
		5	Do. do.	Kilderkins	0 2 0	0 2 0	0 4 0	0 2 0	0 2 0	0 4 0
0 8 0	0 8 0	6	Almonds	Ton	1 4 0	1 0 0	2 4 0	1 4 0	1 0 0	2 4 0
0 8 0	0 8 0	7	Alum	,,	0 12 0	1 4 0	2 0 0	0 12 0	1 4 0	2 0 0
0 1 0	0 2 0	8	Apparel, not accompanying passengers	Case or package	0 2 0	0 5 0	0 7 0	0 2 0	0 5 0	0 7 0
0 8 0	0 8 0	9	Arrowroot, country	Ton	0 12 0	1 8 0	2 4 0	0 12 0	1 8 0	2 4 0
Measurement.		10	Do. foreign	Case or package	Measurement.		...	Measurement.		...
Do.		11	Arsenic	Package	Do.		...	Do.		...
0 8 0	0 4 0	12	Asphalte	Ton	0 8 0	1 4 0	1 12 0	0 8 0	1 4 0	1 12 0
0 8 0	0 12 0	13	Assafœtida, refined	,,	2 8 0	1 8 0	4 0 0	2 8 0	1 8 0	4 0 0
0 2 0	0 2 0	14	Do. do.	Case or package	0 4 0	0 5 0	0 9 0	0 4 0	0 5 0	0 9 0
0 8 0	0 12 0	15	Do. coarse	Ton	0 12 0	1 4 0	2 0 0	0 12 0	1 4 0	2 0 0
		16	Attar—*see* Oils, perfumed.							
1 0 0	1 0 0	17	Bagatelle Tables	Each	2 0 0	3 0 0	5 0 0	2 0 0	3 0 0	5 0 0

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					Wharfage Fee.	Dock and Landing Charges.	Total Charge, Wharfage and Landing.	Wharfage Fee.	Dock and Shipping Charges.	Total Charge, Wharfage and Shipping.
Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
0 2 0	0 2 0	55	Canvas	Bale	0 3 0	0 5 0	0 8 0	0 3 0	0 5 0	0 8 0
0 1 0	0 0 6	56	Do.	Bolt	0 0 6	0 2 0	0 2 6	0 0 6	0 2 0	0 2 6
0 2 0	0 2 0	57	Cardboards, straw boards ...	Case or bale	0 2 0	0 4 0	0 6 0	0 2 0	0 4 0	0 6 0
0 3 0	0 2 0	58	Carpets...	Case or package	0 4 0	0 7 0	0 11 0	0 4 0	0 7 0	0 11 0
0 1 0	0 2 0	59	Cardamoms	Cwt.	0 2 0	0 2 0	0 4 0	0 2 0	0 2 0	0 4 0
		60	Do. bastard—*see* Spices.							
3 0 0	2 8 0	61	Carriages four-wheeled... ...	Each	4 0 0	8 0 0	12 0 0	4 0 0	8 0 0	12 0 0
2 0 0	1 4 0	62	Do. two-wheeled	,,	3 0 0	7 0 0	10 0 0	3 0 0	7 0 0	10 0 0
0 8 0	0 8 0	63	Cassa-ware	Ton	0 12 0	1 8 0	2 4 0	0 12 0	1 4 0	2 0 0
0 1 0	0 1 0	64	Casks and Hogsheads, empty ...	Each	0 1 0	0 1 6	0 2 6	0 1 0	0 1 6	0 2 6
0 0 9	0 0 6	65	Do. half and quarter ...	,,	0 0 6	0 0 9	0 1 3	0 0 6	0 0 9	0 1 3
0 2 0	0 1 6	66	Butts, pipes and puncheons ...	,,	0 1 6	0 2 0	0 3 6	0 1 6	0 2 0	0 3 6
0 8 0	0 6 0	67	Cement...	Ton	0 8 0	1 4 0	1 12 0	0 8 0	1 4 0	1 12 0
0 8 0	0 6 0	68	Chalk	,,	0 6 0	1 4 0	1 10 0	0 6 0	1 4 0	1 10 0
Measurement.		69	Cheese, in cases ...	Case	Measurement.		...	Measurement.		...
0 0 6	0 0 3	70	Do. loose	Each	0 0 3	0 0 3	0 0 6	0 0 3	0 0 3	0 0 6
		71	Chemicals—*see* Drugs and Medicines.							
0 8 0	0 8 0	72	Chillies, dried	Ton	0 12 0	1 4 0	2 0 0	0 12 0	1 4 0	2 0 0
0 8 0	0 8 0	73	China, copper cash	,,	0 12 0	1 4 0	2 0 0	0 12 0	1 4 0	2 0 0
0 6 0	0 3 0	74	Do. white copper-ware ...	Case	0 3 0	0 5 0	0 8 0	0 3 0	0 5 0	0 8 0
0 3 0	0 2 0	75	Do. garden seats	Each	0 2 0	0 2 0	0 4 0	0 2 0	0 2 0	0 4 0
Measurement.		76	Do. and Japan-ware	Case	Measurement.		...	Measurement.		...
0 1 6	0 0 9	77	Do. ware in rolls, large ...	One dozen	0 3 0	0 3 0	0 6 0	0 3 0	0 3 0	0 6 0
0 1 6	0 0 6	78	Do. do. small ...	,,	0 1 6	0 1 6	0 3 0	0 1 6	0 1 6	0 3 0
0 1 0	0 0 6	79	Do. Preserves, Chow-chow, &c.	Case of ½ doz. & over	0 2 0	0 3 0	0 5 0	0 2 0	0 3 0	0 5 0
0 1 0	0 0 3	80	Do. do.	Case of under ½ doz	0 1 0	0 2 0	0 3 0	0 1 0	0 2 0	0 3 0
0 8 0	0 8 0	81	Do. Roots	Ton	0 12 0	1 4 0	2 0 0	0 12 0	1 4 0	2 0 0

	Measurement.								
0	8	0	0	8	0	82	Cigars or Cheroots	...	
0	3	0	0	2	0	83	Clay, China and fire	...	
0	6	0	0	4	0	84	Clocks	...	
0	8	0	0	2	0	85	Do.	...	
						86	Coal, coke, cinders, ashes patent fuel dust and rubbish... ...	...	
0	3	0	0	2	0	87	Cocoanuts, in packages... ...	...	
0	1	3	0	1	0	88	Cochineal	...	
0	8	0	0	8	0	89	Coffee	...	
0	1	6	0	1	0	90	Coins, copper	...	
						91	Do. gold and silver—*see* Bullion.		
0	8	0	0	8	0	92	Coir, fibre	...	
0	3	0	0	2	0	93	Coir, pressed	...	
0	12	0	0	8	0	94	Coir rope, cable, cordage and yarn	...	
0	8	0	0	8	0	95	Colombo-root	...	
Measurement.						96	Confectionery	...	
0	12	0	0	6	0	97	Copper sheets	...	
0	8	0	0	6	0	98	Do. cakes, slabs or tiles ...	...	
0	8	0	0	6	0	99	Do. ware and wire	...	
Measurement.						100	Do. do. when no weight is given	...	
0	12	0	0	8	0	101	Copperas, Sulphate of Iron and Sulphate of Copper	...	
0	8	0	0	8	0	102	Copra	...	
0	4	0	0	2	0	103	Coral	...	
Measurement.						104	Do. imitation	...	
0	12	0	0	10	0	105	Cordage and Rope—Hemp, Europe and Manilla ...	...	
0	8	0	0	8	0	106	Coriander seed	...	
Measurement.						107	Corks	...	
0	3	0	0	2	0	108	Cotton, raw, pressed*	...	
0	6	0	0	3	0	109	Cotton, raw, unpressed	...	
0	3	0	0	1	6	110	Do. do.	...	
0	8	0	0	8	0	111	Cowries	...	
Special.						112	Crackers, China	...	
Do.						113	Do.	...	

Case	Measurement.						...	Measurement.			...
Ton	0	12	0	1	8	0	2 4 0	0	12	0	1 8 0	2 4 0
Case of under 8 c. ft.	0	4	0	0	4	0	0 8 0	0	4	0	0 4 0	0 8 0
Case over 8 c. ft.	0	8	0	0	6	0	0 14 0	0	8	0	0 6 0	0 14 0
Ton	0	2	0	0	12	0	0 14 0	0	2	0	0 12 0	0 14 0
Package	0	1	0	0	2	0	0 3 0	0	1	0	0 2 0	0 3 0
Cwt.	0	2	0	0	1	3	0 3 3	0	2	0	0 1 3	0 3 3
Ton	0	12	0	1	4	0	2 0 0	0	12	0	0 12 0	1 8 0
Box or package	0	1	0	0	2	0	0 3 0	0	1	0	0 2 0	0 3 0
Ton	0	9	0	1	0	0	1 9 0	0	9	0	1 0 0	1 9 0
Bale	0	1	6	0	4	0	0 5 6	0	1	6	0 2 0	0 3 6
Ton	0	12	0	0	12	0	1 8 0	0	12	0	0 12 0	1 8 0
,,	0	12	0	1	4	0	2 0 0	0	12	0	1 4 0	2 0 0
Case	Measurement.						...	Measurement.			...	
Ton	0	12	0	1	8	0	2 4 0	0	12	0	1 0 0	2 0 0
,,	0	12	0	1	4	0	2 0 0	0	12	0	1 0 0	1 12 0
,,	0	12	0	1	8	0	2 4 0	0	12	0	1 4 0	2 0 0
Package	Measurement.						...	Measurement.			...	
Ton	0	12	0	1	8	0	2 4 0	0	12	0	1 8 0	2 4 0
,,	0	12	0	1	0	0	1 12 0	0	12	0	1 0 0	1 12 0
Box	0	8	0	0	5	0	0 13 0	0	8	0	0 5 0	0 13 0
Case	Measurement.						...	Measurement.			...	
Ton	1	0	0	1	8	0	2 8 0	1	0	0	1 8 0	2 8 0
,,	0	9	0	1	0	0	1 9 0	0	9	0	1 0 0	1 9 0
Bale or case	Measurement.						...	Measurement.			...	
Bale	0	1	0	0	4	0	0 5 0	0	1	0	0 1 6	0 2 6
Bale or docra of over 3 cwts.	0	1	0	0	8	0	0 9 0	0	1	0	0 8 0	0 9 0
Do. under 3 cwts.	0	0	6	0	4	0	0 4 6	0	0	6	0 4 0	0 4 6
Ton	0	12	0	1	8	0	2 4 0	0	12	0	0 12 0	1 8 0
Case of 1 picul of 133 lbs.	0	4	0	0	4	0	0 8 0	0	4	0	0 4 0	0 8 0
Do. under 1 picul.	0	2	0	0	3	0	0 5 0	0	2	0	0 3 0	0 5 0

* Cotton intended for export from Prince's Dock which has already paid the Trustees full wharfage fee on export from another Bunder is allowed to be landed at the Harbour side of the East wharf of the dock without payment of additional wharfage fee.

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Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
Measure	ment.	114	Crockery, Queen's porcelain and earthenware	Crate or hhd.	Measur	ement.	...	Measur	ement.	...
0 8 0	0 8 0	115	Cummin seed	Ton	1 4 0	1 8 0	2 12 0	1 4 0	1 8 0	2 12 0
Measure	ment.	116	Cutlery	Case	Measur	ement.	...	Measur	ement.	...
Spe	cial.	117	Dammer	Ton	0 9 0	1 8 0	2 1 0	0 9 0	1 8 0	2 1 0
0 8 0	0 8 0	118	Dates, dry	,,	0 12 0	1 0 0	1 12 0	0 12 0	1 0 0	1 12 0
0 8 0	0 8 0	119	Do. wet	,,	0 12 0	0 12 0	1 8 0	0 12 0	0 12 0	1 8 0
0 2 0	0 1 0	120	Do. in pots	One doz. pots	0 4 0	0 2 0	0 6 0	0 4 0	0 2 0	0 6 0
0 12 0	0 8 0	121	Disinfecting powder	Ton	0 12 0	1 8 0	2 4 0	0 12 0	1 8 0	2 4 0
Measure	ment.	122	Drugs and medicines, foreign, not enumerated	Case	Measur	ement.	...	Measur	ement.	...
0 8 0	0 8 0	123	Dyes, country and foreign in bulk	Ton	0 12 0	1 4 0	2 0 0	0 12 0	1 4 0	2 0 0
0 3 0	0 1 0	124	Do. foreign	Case or package	Measur	rement.	...	Measur	rement.	...
0 3 0	0 1 0	125	Dragon's blood	,,	0 2 0	0 5 0	0 7 0	0 2 0	0 5 0	0 7 0
		126	Earthenware, foreign—*see* Crockery.							
0 12 0	0 8 0	127	Earthenware, piping, retorts, &c., for drainage	Ton	0 12 0	1 8 0	2 4 0	0 12 0	1 8 0	2 4 0
		128	Elephant's tusks and Moye's teeth—*see* Ivory.							
0 4 0	0 2 0	129	Fans	Case	0 2 0	0 5 0	0 7 0	0 2 0	0 5 0	0 7 0
0 12 0	0 10 0	130	Fat, Grease, Lard, and Tallow ...	Ton	0 12 0	1 4 0	2 0 0	0 12 0	1 4 0	2 0 0
0 4 0	0 2 0	131	Feathers	Case or package	0 2 0	0 5 0	0 7 0	0 2 0	0 5 0	0 7 0
Measure	ment.	132	Felt	Bale	Measu	rement.	...	Measu	rement.	...
1 0 0	1 0 0	133	Fishmaws	Ton	1 4 0	1 0 0	2 4 0	1 4 0	1 0 0	2 4 0
0 4 0	0 2 0	134	Flax	Bale	0 2 0	0 5 0	0 7 0	0 2 0	0 5 0	0 7 0
0 12 0	0 8 0	135	Flour	Ton	0 12 0	1 8 0	2 4 0	0 12 0	1 8 0	2 4 0

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Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
		169	Hats & Caps—*see* Haberdashery.							
Special.		170	Hay and straw, pressed ..	Bale	0 0 6	0 4 0	0 4 6	0 0 6	0 4 0	0 4 6
0 8 0	0 6 0	171	Hemp, loose, in bundles ...	Ton	0 9 0	1 4 0	1 13 0	0 9 0	1 4 0	1 13 0
0 4 0	0 2 0	172	Do. pressed	Bale	0 1 0	0 5 0	0 6 0	0 1 0	0 2 0	0 3 0
0 4 0	0 2 0	173	Hessians	,,	0 3 0	0 5 0	0 8 0	0 3 0	0 5 0	0 8 0
0 8 0	0 4 0	174	Hides, buffalo, &c.	One hundred	0 8 0	0 8 0	1 0 0	0 8 0	0 8 0	1 0 0
0 12 0	0 8 0	175	Horns of kinds	Ton	0 12 0	1 4 0	2 0 0	0 12 0	0 10 0	1 6 0
...	...	176	Ice	,,	0 8 0	1 4 0	1 12 0	0 8 0	1 4 0	1 12 0
...	...	177	Do. small quantities for use of ships in dock	Free	...	...	...	...	...	...
		178	Incense—*see* Olibanum.							
Measurement.		179	Indian Condiments	Case	Measurement.		...	Measurement.		
0 8 0	0 8 0	180	Indigo	Ton	1 4 0	1 8 0	2 12 0	1 4 0	1 0 0	2 4 0
Measurement.		181	Instruments, drawing, mathematical, musical, &c., not enumerated	Case	Measurement.		...	Measurement.		...
0 6 0	0 3 0	182	Ink	Case or package,	0 3 0	0 8 0	0 11 0	0 3 0	0 8 0	0 11 0
0 8 0	0 4 0	183	Do.	Cask	0 4 0	0 10 0	0 14 0	0 4 0	0 10 0	0 14 0
0 8 0	0 8 0	184	Ironmongery	Ton	0 12 0	1 8 0	2 4 0	0 12 0	1 4 0	2 0 0
Measurement.		185	Ironmongery, when no weight given	Package	Measurement.		...	Measurement.		...
0 8 0	0 4 0	186	Iron—Bar, hoop, pig, rod, scrap, steel hoop, sheets, bands, angle T, and old ..	Ton	0 6 0	0 14 0	1 4 0	0 6 0	0 14 0	1 4 0
0 12 0	0 6 0	187	Do. other than the foregoing, including girders, castings, pipes, &c., under 1½ tons weight	,,	0 8 0	1 4 0	1 12 0	0 8 0	1 4 0	1 12 0

...			...		188	Do. for weights above 1½ tons —*see Rates for Machinery.*																	
0	1	3	0	1	0	189	Ivory, elephants' tusks, &c. ...	Cwt	0	2	0	0	1	3	0	3	3	0	2	0	0	1	0	0	3	0
0	3	0	0	2	0	190	Ivory-ware	Package	0	4	0	0	6	0	0	10	0	0	4	0	0	6	0	0	10	0
0	8	0	0	8	0	191	Jaggery	Ton	0	9	0	1	4	0	1	13	0	0	9	0	1	4	0	1	13	0
0	4	0	0	2	0	192	Jars, fancy, large, China and Japan	Each	0	1	0	0	2	0	0	3	0	0	1	0	0	2	0	0	3	0
1	8	0	0	12	0	193	Do. common, large	One hundred	2	0	0	4	0	0	6	0	0	2	0	0	4	0	0	6	0	0
1	0	0	0	8	0	194	Do. do. small	,,	1	0	0	3	0	0	4	0	0	1	0	0	3	0	0	4	0	0
1	0	0	1	0	0	195	Jewellery and trinkets	Box or package	0	8	0	1	0	0	1	8	0	0	8	0	1	0	0	1	8	0
0	4	0	0	2	0	196	Do. do. imitation ...	,,	0	2	0	0	6	0	0	8	0	0	2	0	0	6	0	0	8	0
0	3	0	0	2	0	197	Jute, pressed	Bale	0	1	0	0	4	0	0	5	0	0	1	0	0	2	0	0	3	0
	Special.					198	Kerosine Oil	Case of 8 Imp. gal.	0	0	6	0	0	9	0	1	3	0	0	6	0	0	9	0	1	3
0	8	0	0	8	0	199	Khootwood	Ton	0	12	0	1	4	0	2	0	0	0	12	0	1	4	0	2	0	0
0	2	0	0	1	0	200	Lac dye	Package	0	2	0	0	5	0	0	7	0	0	2	0	0	5	0	0	7	0
0	8	0	0	8	0	201	Lead, pig, piping, sheet, and rolls.	Ton	0	10	0	1	0	0	1	10	0	0	10	0	1	0	0	1	10	0
0	8	0	0	8	0	202	Do. black, white and red ...	,,	0	12	0	1	8	0	2	4	0	0	12	0	1	8	0	2	4	0
0	8	0	0	8	0	203	Do. shot	,,	0	12	0	1	8	0	2	4	0	0	12	0	1	8	0	2	4	0
0	4	0	0	2	0	204	Leather, foreign	Case or package	Measurement.						...			Measurement.						...		
0	8	0	0	8	0	205	Liquorice root	Ton	1	4	0	1	4	0	2	8	0	1	4	0	0	12	0	2	0	0
...			...			206	Linseed Oil Cake	,,	0	9	0	0	9	0	1	2	0	0	9	0	0	9	0	1	2	0
							Live Stock :— ...																			
...			...			207	Horses*	Each	0	8	0	2	0	0	2	8	0	0	8	0	2	0	0	2	8	0
...			...			208	Cows and Buffaloes ...	,,	0	4	0	1	8	0	1	12	0	0	4	0	1	8	0	1	12	0
...			...			209	Calves and Pigs	,,	0	2	0	0	8	0	0	10	0	0	2	0	0	8	0	0	10	0
...			...			210	Goats and Sheep	,,	0	1	0	0	4	0	0	5	0	0	1	0	0	4	0	0	5	0
...			...			211	Dogs and Monkeys ...	,,	0	1	0	0	2	0	0	3	0	0	1	0	0	2	0	0	3	0
...			...			212	Turkeys and Geese ..	One dozen	0	2	0	0	4	0	0	6	0	0	2	0	0	4	0	0	6	0
...			...			213	Fowls and Ducks ...	,,	0	1	6	0	2	0	0	3	6	0	1	6	0	2	0	0	3	6
...			...			214	Tigers, Bears, and other wild animals	Each	2	0	0	3	0	0	5	0	0	2	0	0	3	0	0	5	0	0
...			...			215	Luggage of European sailors, ship captains, members of the Water Police, and preventive officers when proceeding on, or returning from, duty at the Dock	To pass free.	...			...			...			...			...		
0	2	0	0	2	0	216	Luggage accompanying passengers	Portmanteaux and hand Packages	0	1	0	0	1	0	0	2	0	0	1	0	0	1	0	0	2	0
...			...			217	Do. do. do. ...	Trunks and cases	0	2	0	0	2	0	0	4	0	0	2	0	0	2	0	0	4	0
0	12	0	0	8	0	218	Machinery in pieces, up to 1½ tons weight	Ton	0	12	0	1	4	0	2	0	0	0	12	0	1	4	0	2	0	0

* When horses are landed or shipped in boxes wharfage and carriage fees should be charged only on the horses.

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1 0 0	0 12 0	219	Machinery in pieces, over 1½ and not exceeding 5 tons	Ton	0 12 0	1 8 0	2 4 0	0 12 0	1 8 0	2 4 0
1 4 0	1 0 0	220	Machinery in pieces, over 5 and not exceeding 8 tons	,,	0 12 0	2 0 0	2 12 0	0 12 0	2 0 0	2 12 0
1 8 0	1 2 0	221	Machinery in pieces, over 8 and not exceeding 12 tons ...	,,	0 12 0	4 0 0	4 12 0	0 12 0	4 0 0	4 12 0
2 0 0	1 4 0	222	Machinery in pieces, over 12 tons.	,,	0 12 0	6 0 0	6 12 0	0 12 0	6 0 0	6 12 0
Measurement.		223	Machinery in pieces, to be charged by measurement or weight at option of Dock Officers; if by measurement, 40 c. ft. to be considered a ton	Case or package	Measurement or weight.			Measurement or weight.		
0 8 0	0 8 0	224	Madder or Munjeet	Ton	0 12 0	1 4 0	2 0 0	0 12 0	0 12 0	1 8 0
1 0 0	1 0 0	225	Marble and marble slabs ...	,,	0 12 0	1 8 0	2 4 0	0 12 0	1 8 0	2 4 0
Measurement.		226	Matches	Case	Measurement.		...	Measurement.		...
0 4 0	0 2 0	227	Mats of sorts, foreign	Package of 50	0 2 0	0 6 0	0 8 0	0 2 0	0 6 0	0 8 0
0 2 0	0 1 0	228	Do. country	One hundred	0 2 0	0 4 0	0 6 0	0 2 0	0 4 0	0 6 0
0 4 0	0 2 0	229	Matting, coir	Package	0 1 0	0 4 0	0 5 0	0 1 0	0 4 0	0 5 0
0 6 0	0 3 0	230	Do. rolls of coir carpet ...	,,	0 2 0	0 6 0	0 8 0	0 2 0	0 6 0	0 8 0
		231	Medicines—*see* Drugs.							
0 12 0	0 10 0	232	Metals, unenumerated	Ton	0 12 0	1 8 0	2 4 0	0 12 0	1 8 0	2 4 0
Special.		233	Military Stores, Arms, equipments not enumerated, up to 1½ tons	,,	0 12 0	1 4 0	2 0 0	0 12 0	1 4 0	2 0 0
		234	Do. for weights above 1½ tons—*see* Rates for Machinery.							
		235	Do. when no weight is given ...	Package	Measurement.		...	Measurement.		...

						236	Millinery—*see* Haberdashery.																	
						237	Mill Furnishings—*see* Rates for Machinery.																	
0	2	0	0	1	0	238	Mineral waters	Case or Cask	0	1	0	0	4	0	0	5	0	0	1	0	0	4	0	0	5	0
0	8	0	0	8	0	239	Mother-o'-Pearl Shells	Ton	1	4	0	1	4	0	2	8	0	1	4	0	0	12	0	2	0	0
	...			...		240	Mowra Flowers	,,	0	9	0	0	9	0	1	2	0	0	9	0	0	9	0	1	2	0
0	6	0	0	4	0	241	Myrabolams or Gallnuts and Beedanuts	,,	0	6	0	1	0	0	1	6	0	0	6	0	0	9	0	0	15	0
0	8	0	0	8	0	242	*Nails, of sorts*	,,	0	8	0	1	4	0	1	12	0	0	8	0	1	4	0	1	12	0
	Spe		cial.			243	Naphtha	Case or Carboy	0	1	0	0	2	0	0	3	0	0	1	0	0	2	0	0	3	0
0	8	0	0	8	0	244	Nux Vomica	Ton	0	12	0	1	4	0	2	0	0	0	12	0	0	12	0	1	8	0
0	1	0	0	1	0	245	Oils—Linseed, Castor, Gingelly, and other Vegetable ...	Tin or drum up to 10 gals.	0	1	0	0	1	6	0	2	6	0	1	0	0	1	6	0	2	6
0	12	0	0	8	0	246	Do. in casks ..	Ton	0	12	0	1	4	0	2	0	0	0	12	0	0	12	0	1	8	0
0	8	0	0	4	0	247	Do. perfumed ...	Case or pot	0	4	0	0	6	0	0	10	0	0	4	0	0	6	0	0	10	0
0	1	0	0	0	9	248	Oilman's Stores	Case below 2 c. ft.	0	1	0	0	1	0	0	2	0	0	1	0	0	1	0	0	2	0
0	1	6	0	1	0	249	Do. ...	Case from 2 to under 5 c. ft.	0	2	0	0	2	0	0	4	0	0	2	0	0	2	0	0	4	0
	Measure		ment.			250	Do. ...	Case from 5 c. ft. and upwards.	Measurement.			...			Measurement.			...							
1	0	0	0	8	0	251	Olibanum or Incense	Ton	1	4	0	1	4	0	2	8	0	1	4	0	0	12	0	2	0	0
1	8	0	1	0	0	252	Opium*...	Chest of 140 lbs.	1	0	0	0	12	0	1	12	0	1	0	0	0	4	0	1	4	0
0	12	0	0	8	0	253	Do.	Half chest	0	8	0	0	6	0	0	14	0	0	8	0	0	3	0	0	11	0
0	1	0	0	0	6	254	Orsidue or brass leaves ...	Package	0	0	6	0	2	0	0	2	6	0	0	6	0	2	0	0	2	6
0	1	0	0	0	6	255	Overland post parcels ...	Each	0	0	6	0	2	0	0	2	6	0	0	6	0	2	0	0	2	6
0	8	0	0	8	0	256	Paints, oil	Ton	0	12	0	1	8	0	2	4	0	0	12	0	1	8	0	2	4	0
0	4	0	0	2	0	257	Paper of kinds	Case or bale	0	2	0	0	5	0	0	7	0	0	2	0	0	5	0	0	7	0
1	0	0	1	0	0	258	Pearls	Box or package	0	8	0	0	8	0	1	0	0	0	8	0	0	8	0	1	0	0
	Measure		ment.			259	Do. imitation	,,	0	2	0	0	5	0	0	7	0	0	2	0	0	5	0	0	7	0
0	8	0	0	8	0	260	Pepper of kinds, & pepper roots.	Ton.	1	4	0	1	4	0	2	8	0	1	4	0	0	12	0	2	0	0
	Measure		ment.			261	Perfumery—hair oil, pomades, &c.	Case	Measurement.			...			Measurement.			...							
4	0	0	2	0	0	262	Pianofortes	Each	2	0	0	5	0	0	7	0	0	2	0	0	5	0	0	7	0	0
0	4	0	0	2	0	263	Piece Goods, Cotton	Bale	0	2	0	0	4	0	0	6	0	0	2	0	0	3	0	0	5	0
0	4	0	0	2	6	264	Do. Silks and Velvets...	,,	0	6	0	0	6	0	0	12	0	0	6	0	0	6	0	0	12	0
0	4	0	0	2	6	265	Piece Goods, Cotton & Silk, large bales	,,	0	6	0	0	6	0	0	12	0	0	6	0	0	6	0	0	12	0
0	4	0	0	2	0	266	Do. Woollens	,,	8	2	0	0	4	0	0	6	0	0	2	0	0	3	0	0	5	0
0	8	0	0	8	0	267	Pitch	Ton	0	12	0	1	8	0	2	4	0	0	12	0	1	8	0	2	4	0
						268	Porcelain—*see* Crockery.																	
						269	Plated-ware—*see* Bullion.																	

* Opium taken on board vessels in Prince's Dock from lighters alongside is reduced to 2 annas per chest or 1 anna per half chest.

Removal and Delivery Charges should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free days allowed.	Rent per Week, or part of a Week, for Unclaimed Goods Warehoused.	No. of Item.	Description of Goods.	How Charged.	Imports.			Exports.		
					Wharfage Fee.	Dock and Landing Charges.	Total Charge, Wharfage and Landing.	Wharfage Fee.	Dock and Shipping Charges.	Total Charge, Wharfage and Shipping
Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
1 0 0	1 0 0	270	Precious Stones	Box or case	0 8 0	0 8 0	1 0 0	0 8 0	0 8 0	1 0 0
...	...	271	Provisions, fresh, for voyage* ...	Coolie-load	0 1 0	0 1 0	0 2 0	0 1 0	0 0 0	0 1 0
...	...	272	Do. for daily use of ships in dock	Free	...	...	...	...	...	...
0 2 0	0 1 0	273	Quicksilver	Bottle	0 2 0	0 3 0	0 5 0	0 2 0	0 3 0	0 5 0
0 2 0	0 1 0	274	Rags	Bale or package	0 1 0	0 3 0	0 4 0	0 1 0	0 2 0	0 3 0
Special.		275	Railway plant and materials, up to 5 cwts. in weight...	Ton	0 8 0	1 0 0	1 8 0	0 8 0	1 0 0	1 8 0
Do.		276	Do. above 5 cwts. and up to 1½ tons	,,	0 8 0	1 4 0	1 12 0	0 8 0	1 4 0	1 12 0
Do.		277	Do. above 1½ tons and up to 5 tons	,,	0 8 0	1 8 0	2 0 0	0 8 0	1 8 0	2 0 0
Do.		278	Do. above 5 and up to 8 tons	,,	0 8 0	2 0 0	2 8 0	0 8 0	2 0 0	2 8 0
...	...	279	Do. above 8 tons	,,	0 8 0	3 0 0	3 8 0	0 8 0	3 0 0	3 8 0
		280	*Rasins—see Fruits, dried.*							
0 12 0	0 8 0	281	Rattans	,,	0 12 0	1 8 0	2 4 0	0 12 0	1 8 0	2 4 0
0 1 0	0 0 6	282	Rattans, Malacca	One dozen.	0 1 0	0 2 0	0 3 0	0 1 0	0 2 0	0 3 0
0 8 0	0 8 0	283	Rose flowers, dried	Ton	0 12 0	1 8 0	2 4 0	0 12 0	1 8 0	2 4 0
0 1 6	0 1 0	284	Rose-water	Case	0 1 6	0 3 0	0 4 6	0 1 6	0 3 0	0 4 6
0 1 0	0 0 6	285	Do.	Carboy	0 0 6	0 1 6	0 2 0	0 0 6	0 1 6	0 2 0
		286	Rope—*see* Cordage.							
0 8 0	0 8 0	287	Rosin	Ton	0 12 0	1 8 0	2 4 0	0 12 0	1 8 0	2 4 0
		288	Saddlery—*see* Harness.							
0 8 0	0 8 0	289	Safflower	,,	1 4 0	1 8 0	2 12 0	1 4 0	0 12 0	2 0 0
0 8 0	0 8 0	290	Sago	,,	0 12 0	1 8 0	2 4 0	0 12 0	1 8 0	2 4 0
Measurement.		291	Sago	Case or package	Measurement.		...	Measurement.		...
0 8 0	0 8 0	292	Salammoniac	Ton	0 12 0	1 8 0	2 4 0	0 12 0	1 8 0	2 4 0
...	...	293	Salt, Country	,,	0 4 0	0 12 0	1 0 0	0 4 0	0 12 0	1 0 0

					294	Do. Refined—*see* Oilman's stores							
					295	Samples, Cotton, small	Free						
0	1	0	0	0	6 296	Samples and Trusses, other than above	Parcel	0 1 0	0 2 0	0 3 0	0 1 0	0 2 0	0 3 0
Measure			ment.		297	Do. do. in cases ...	Case	Measu	rement.		Measu	rement.	...
0	8	0	0	8	0 298	Sandalwood	Ton	1 4 0	1 0 0	2 4 0	1 4 0	1 0 0	2 4 0
0	2	0	0	1	0 299	Do. boxes and ware ..	Package	0 2 0	0 5 0	0 7 0	0 2 0	0 5 0	0 7 0
0	8	0	0	8	0 300	Sapanwood	Ton	0 12 0	1 0 0	1 12 0	0 12 0	0 12 0	1 8 0
0	6	0	0	4	0 301	Seeds, oil—Linseed, Teel, Rape, Mustard, Castor, Niger, Poppy, &c.	,,	0 9 0	0 9 0	1 2 0	0 9 0	0 9 0	1 2 0
0	12	0	0	8	0 302	Seeds, oil—other than oil seeds, unenumerated	,,	0 12 0	1 4 0	2 0 0	0 12 0	1 0 0	1 12 0
0	8	0	0	8	0 303	Senna Leaves	,,	0 12 0	1 8 0	2 4 0	0 12 0	1 0 0	1 12 0
1	0	0	1	0	0 304	Shark Fins	,,	1 4 0	1 0 0	2 4 0	1 4 0	1 0 0	2 4 0
0	8	0	0	4	0 305	Shawls, Cashmere and Delhi ...	Case or package	0 8 0	0 6 0	0 14 0	0 8 0	0 4 0	0 12 0
0	4	0	0	2	0 306	Do. European	,,	Measu	rement.	...	Measu	rement.	...
0	8	0	0	8	0 307	Shellac	Ton	1 4 0	1 8 0	2 12 0	1 4 0	0 12 0	2 0 0
0	3	0	0	2	0 308	Shells, in cases, unenumerated .	Case	0 2 0	0 5 0	0 7 0	0 2 0	0 5 0	0 7 0
0	8	0	0	8	0 309	Do. in bags and loose, unenumerated	Ton	0 12 0	1 4 0	2 0 0	0 12 0	0 12 0	1 8 0
0	1	6	0	1	0 310	Shovels	Per doz.	0 1 0	0 2 0	0 3 0	0 1 0	0 2 0	0 3 0
0	4	0	0	2	0 311	Silk, raw	Case or bale	0 6 0	0 6 0	0 12 0	0 6 0	0 6 0	0 12 0
					312	Silk Piece Goods—*see* Piece Goods							
					313	Silver-ware—*see* Bullion.							
...			...		314	Skins, Goat and Sheep, tanned...	Bundle, bale or case	0 2 0	0 5 0	0 7 0	0 2 0	0 5 0	0 7 0
Measure			ment.		315	Soap, perfumed, foreign ...	Case	Measu	rement.	...	Measu	rement.	...
	D		o.		316	Do. do. bar	,,	D	o.	...	D	o.	...
...			...		317	Do. do. soft country, and bar	Ton	0 12 0	1 4 0	2 0 0	0 12 0	1 4 0	2 0 0
0	8	0	0	4	0 318	Spelter and Solder	,,	0 10 0	1 4 0	1 14 0	0 10 0	1 4 0	1 14 0
1	0	0	0	12	0 319	Spices—cinnamon, mace, nutmegs, cloves, bastard cardamoms, and others unenumerated	,,	1 4 0	1 4 0	2 8 0	1 4 0	0 12 0	2 0 0
						Spices—cardamoms—*see* Special rate for Cardamoms.							
0	0	1½	0	0	¾ 320	Spirits, liquors & wines, in wood	Imp. gal.	0 0 2	0 0 1½	0 0 3½	0 0 2	0 0 1½	0 0 3½
0	0	9	0	0	3 321	Do. do. in bottle	1 dz. qts. or 2 dz. pts.	0 1 0	0 1 0	0 2 0	0 1 0	0 1 0	0 2 0

* NOTE.—No Dock charges but only wharfage fees will be charged or all *bona fide* ships' stores such as furniture tools for repairs, &c. as is the case with regard to fresh provisions. No oversido charges will be levied on ships' stores; only dock dues on the boats carrying the same.

Removal and Delivery Charges should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free days allowed.	Rent per Week, or part of a Week, for Unclaimed Goods warehoused.	No. of Item.	Description of Goods.	How Charged.	Imports.			Exports.		
					Wharfage Fee.	Dock and Landing Charges.	Total Charge, Wharfage and Landing.	Wharfage Fee.	Dock and Shipping Charges.	Total Charge, Wharfage and Shipping
Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
Measure	ment.	322	Stationery, unenumerated ...	Case or cask	Measu	rement.	...	Measu	rement.	...
0 8 0	0 4 0	323	Steel	Ton	0 8 0	1 0 0	1 8 0	0 8 0	1 0 0	1 8 0
0 12 0	0 8 0	324	Sugar and Sugarcandy ...	Ton	1 0 0	0 12 0	1 12 0	1 0 0	0 12 0	1 12 0
0 2 0	0 1 0	325	Do. Loaf	Case	0 2 0	0 3 0	0 5 0	0 2 0	0 3 0	0 5 0
0 8 0	0 8 0	326	Sulphur	Ton	0 12 0	1 8 0	2 4 0	0 12 0	1 8 0	2 4 0
		327	Tallow—*see* Fat.							
0 8 0	0 8 0	328	Tar	,,	0 12 0	1 8 0	2 4 0	0 12 0	1 8 0	2 4 0
0 2 0	0 1 0	329	Tea	Chest of 60 lbs	0 2 0	0 1 6	0 3 6	0 2 0	0 1 6	0 3 6
0 1 0	0 0 6	330	Do.	Half chest	0 1 0	0 1 0	0 2 0	0 1 0	0 1 0	0 2 0
0 1 0	0 0 6	331	Do.	Pkg. below 30 lbs	0 0 6	0 0 6	0 1 0	0 0 6	0 0 6	0 1 0
0 3 0	0 1 6	332	Thread	Case	0 2 0	0 4 0	0 6 0	0 2 0	0 3 0	0 5 0
0 12 0	0 8 0	333	Tiles, flooring	Ton	0 12 0	1 8 0	2 4 0	0 12 0	1 8 0	2 4 0
0 12 0	0 8 0	334	Do. foreign, &c.	1,000	1 8 0	1 8 0	3 0 0	1 8 0	1 8 0	3 0 0
0 12 0	0 4 0	335	Timber — Blackwood, Ebony, Teak, and Pine in logs, and squares	Ton of 50 cubic feet	0 8 0	1 4 0	1 12 0	0 8 0	1 4 0	1 12 0
0 12 0	0 4 0	336	Do. planks and Scantlings ...	,,	0 8 0	0 12 0	1 4 0	0 8 0	0 12 0	1 4 0
0 8 0	0 4 0	337	Tin of kinds	Ton	0 12 0	1 4 0	2 0 0	0 12 0	1 0 0	1 12 0
...	...	338	Tin Plates	Box	0 1 0	0 1 0	0 2 0	0 1 0	0 0 9	0 1 9
0 4 0	0 2 0	339	Tobacco, foreign or manufactured	Case	0 2 0	0 4 0	0 6 0	0 2 0	0 4 0	0 6 0
Measure	ment.	340	Do. country	Bale	Measu	rement.	..	Measu	rement.	...
0 4 0	0 2 0	341	Tortoise Shell	Case	0 4 0	0 5 0	0 9 0	0 4 0	0 5 0	0 9 0
Measure	ment.	342	Toys	,,	Measu	rement.	...	Measu	rement.	...
0 2 0	0 1 0	343	Trunks and Boxes	Each	0 2 0	0 4 0	0 6 0	0 2 0	0 4 0	0 6 0
0 6 0	0 6 0	344	Turmeric	Ton	1 4 0	1 4 0	2 8 0	1 4 0	0 12 0	2 0 0
Spe	cial.	345	Turpentine	Ten gals.	0 1 0	0 1 0	0 2 0	0 1 0	0 1 0	0 2 0
0 4 0	0 2 0	346	Twist and Yarn	Bale	0 2 0	0 4 0	0 6 0	0 2 0	0 3 0	0 5 0
Measure	ment.	347	Umbrellas	Case	Measu	rement.	...	Measu	rement.	...

0	1	0	0	0	6	348	Varnish	Five gals.	0	1	0	0	1	6	0	2	6	0	1	6	0	2	6
...			...			349	Vegetables, fresh, for voyage ...	Coolie-load	0	0	6	0	1	0	0	1	6	0	0	6	0	1	6
...			...			350	Do.	Cart-load	0	3	0	0	4	0	0	7	0	0	3	0	0	4	0
0	2	0	0	1	0	351	Vermilion	Case	0	1	0	0	4	0	0	5	0	0	1	0	0	4	0
0	8	0	0	8	0	352	Watches, gold and silver ...	,,	0	8	0	1	0	0	1	8	0	0	8	0	1	0	0
0	4	0	0	2	0	353	Do. other than above ...	,,	0	4	0	0	8	0	0	12	0	0	4	0	0	8	0
0	8	0	0	8	0	354	Whiting	Ton	0	8	0	1	8	0	2	0	0	0	8	0	1	8	0
						355	Wines, &c.—*see* Spirits.																	
...			...			356	Wire, bottling	Case of 1 cwt.	0	1	0	0	1	0	0	2	0	0	1	0	0	1	0
1	0	0	0	8	0	357	Do. of sorts, unenumerated ...	Ton	0	12	0	1	8	0	2	4	0	0	12	0	1	8	0
Measurement.						358	Do. do. when no weight is given	Case	Measurement.					...				Measurement.					...
0	3	0	0	1	0	359	Wool, unpressed	Doera up to 1½ cwts	0	2	0	0	4	0	0	6	0	0	2	0	0	4	0	0	6	0
0	4	0	0	2	0	360	Do. do.	,, to 3 cwts.	0	3	0	0	6	0	0	9	0	0	3	0	0	6	0	0	9	0
0	4	0	0	2	0	361	Do. do. , ...	Bale or bora above 3 cwts.	0	4	0	0	8	0	0	12	0	0	4	0	0	8	0	0	12	0
0	3	0	0	2	0	362	Do. pressed	Bale	0	1	0	0	4	0	0	5	0	0	1	0	0	4	0	0	5	0
						363	Do. Berlin—*see* Haberdashery.																	
						364	Woollens—*see* Piece Goods.																	
0	12	0	0	6	0	365	Yellow metal, sheets, sheathing and braziers	Ton	0	12	0	1	8	0	2	4	0	0	12	0	1	8	0	2	4	0
0	8	0	0	6	0	366	Zinc Sheathing	,,	0	8	0	1	8	0	2	0	0	0	8	0	1	8	0	2	0	0
							On all Goods not enumerated, if in cases, bales, crates, or casks, and for all goods specified to be charged for by measurement, the rates will be :—																	
0	1	0	0	0	9	367	If under 3 cubic feet	Package	0	1	0	0	1	0	0	2	0	0	1	0	0	1	0	0	2	0
0	1	6	0	1	0	368	If 3 or under 5 cubic feet ...	,,	0	2	0	0	2	0	0	4	0	0	2	0	0	2	0	0	4	0
0	2	6	0	1	6	369	If 5 or under 10 cubic feet ...	,,	0	2	6	0	4	0	0	6	6	0	2	6	0	4	0	0	6	6
0	4	0	0	2	0	370	If 10 or under 15 cubic feet ...	,,	0	3	0	0	5	0	0	8	0	0	3	0	0	5	0	0	8	0
0	5	0	0	2	6	371	If 15 or under 20 cubic feet ...	,,	0	4	0	0	6	0	0	10	0	0	4	0	0	6	0	0	10	0
0	6	0	0	3	0	372	If 20 or under 30 cubic feet ...	,,	0	6	0	0	8	0	0	14	0	0	6	0	0	8	0	0	14	0
0	10	0	0	5	0	373	If 30 or under 40 cubic feet ...	,,	0	7	0	0	12	0	1	3	0	0	7	0	0	12	0	1	3	0
0	14	0	0	7	0	374	If 40 or under 50 cubic feet ...	,,	0	8	0	1	0	0	1	8	0	0	8	0	1	0	0	1	8	0
1	0	0	0	8	0	375	If 50 or under 60 cubic feet ...	,,	0	10	0	1	4	0	1	14	0	0	10	0	1	4	0	1	14	0
0	1	0	0	0	9	376	For every 10 cubic or part of 10 cubic ft. *additional* ...	,,	0	1	0	0	1	0	0	2	0	0	1	0	0	1	0	0	2	0
1	4	0	0	8	0	377	On all goods not enumerated chargeable by weight ...	Ton	0	12	0	1	8	0	2	4	0	0	12	0	1	8	0	2	4	0
...			...			378	Sundries unmanifested ...	Coolie-load	0	1	0	0	1	0	0	2	0	0	1	0	0	1	0	0	2	0

1. The following charges will be made for loading and unloading carts at the Dock :—

For spirits, wines, candles, copper and yellow metal in cases—1½ annas per cart.
For other goods except machinery—1 anna per cart.
For machinery by truck—special rates.

The Traffic Manager has discretionery power to allow consignees or shippers to load or unload carts.

2. Transhipment of goods, if supported by Customs documents, will be permitted free.

3. *Rents A.—Import Goods except Iron.*—Dutiable goods and duty free piece-goods and yarns will be allowed 7 days and duty-free goods 5 days free of rent after landing. After these free days have expired, extra rents will be incurred for every 3 days, or part of 3 days, at the rate of wharfage fee to which the goods may be liable.

Four days after expiry of free days, goods may be removed into the warehouse for unclaimed goods.

B.—Iron will be allowed 7 days free of rent after landing ; thereafter ground rent will be charged for space occupied at the rate of Rs. 20 for 500 square feet per mensem in the open air, and Rs. 30 for 500 square feet per mensem in sheds.

Goods for Export. A.—Goods brought for shipment when no vessel is named, will be charged rent from the date of the receipt of the goods to the date on which a vessel may be named.

B.—Goods brought for shipment by any vessel which may be named, will be allowed 10 days free of rent if the goods be kept in the open and 7 days if the goods be kept in the sheds. Exporters must elect where goods are to be placed, whether in the open air or in sheds. When the name of a ship or steamer is given for a full cargo to be loaded in the Dock by one shipper, cargo will be received and stored free of rent in the transit sheds for 15 days from date of application. After the expiry of 15 days the same rent as is levied on warrant goods, viz., one anna per ton per week or portion of a week will be charged. This arrangement will be subject to there being available space in the Dock sheds.

C.—Goods brought for shipment, but which may not be shipped but removed by cart, will be charged rent from the date on which they were brought for shipment. Shut out cargo will be allowed to remain in the Transit sheds or in the open free of rent for 24 working hours from the departure from the Dock of the vessel in which it was intended to be shipped. Part shipments shut out owing to no fault of the shipper, but because of the vessel being full shall if removed by cart or boat receive the benefit of the free days as if the goods had been taken by the vessel.

D.—After the free days have expired, rent will be incurred for every 3 days, or part of 3 days, at the rate of wharfage fee to which the goods may be liable.

In computing the days for charging rents, Sundays and such holidays as may be notified in the *Government Gazette*, as well as any days on which Imperial duty may not be received, will be omitted.

No "free days" will be allowed for coal, coke, cinders, ashes, patent fuel, dust or rubbish.

4. Consignees of specie must themselves take delivery from the ship.

5. Ships stores and coal, for consumption on board the vessel to which they are taken, may be conveyed in lighters into Dock, and taken on board from such lighters free of overside charge.

6. Import goods delivered into lighters alongside for removal out of Dock will be charged ⅛ of the combined charge for wharfage and Dock charges; export goods taken on board from lighters alongside will be charged ⅛ the combined charges for wharfage and Dock charges. Vessels desiring to discharge overside coal or other articles not allowed on the wharf in order to avail themselves of wharf facilities for the rest of their cargo may be allowed to do so free of overside delivery charge provided that the goods so put out do not amount to more than one-fifth of the entire cargo. Any quantity in excess of this proportion to pay the usual rates.

7. Vessels will be charged 2 annas per ton for cranage should Dock cranes be made use of for loading export cargo. Single wharfage as a transhipment fee to be charged, also 2 annas per ton import and 2 annas per ton export cranage when Dock cranes are used, the wharfage fee to cover the right to deposit on wharf 3 days thereafter the ordinary Dock ground or shed rent charges to be levied the ship to make its own arrangements for handling the goods.

8. Burst bales, &c., relanded in course of shipment, for repacking, will not be charged a second wharfage fee.

9. Railway materials for the G. I. P. and B. B. and C. I. Railway Companies will be allowed free overside delivery in the Dock, and lighters employed to remove the same will be exempted from Dock dues.

10. Ballast brought from a Port Trust Bunder, and on which wharfage fees have been paid, will be allowed into Dock free of charge, and similarly all ballast taken out of a vessel in Dock by boats may be passed free, if removed to a Port Trust Bunder. Ballast brought from private bunders or from across the harbour into Dock will be charged the Trustees' "outlying Bunders" wharfage fee, but ballast brought or taken away by cart will be charged 4 annas per ton.

11. The Trustees will only accept responsibility for damage which may be caused by want of reasonable care on the part of their own servants.

12. In addition to the foregoing charges on goods, every vessel using the Dock (except Troop-ships, for which special rates will be arranged) will be charged 4 pies per register ton per diem. 1. Vessels not to be charged for Sundays or holidays when no work is done. 2. Vessels lying in Dock without cargo waiting for charter or cargo and not working not to be charged Dock dues for the time they so lie idle, but to give up their berth if required to another working vessel. 3. A vessel which may have remained in Dock idle for 10 days may be ordered out of Dock by the Superintendent if her berth is needed.

13. Dock dues on all country craft (not square-rigged) will be charged at the rate of 2 pies per ton per diem. (*Note.*—Such Dock dues will not be charged until 1st April.)

14. "The following extra rates will be charged for work done in Prince's Dock on Sundays and on Holidays are sanctioned :—

If Dock cranes are used	.....	Rs. 60 per diem.
Do.	.....	,, 30 per ½ day.
If Dock cranes are not used	.....	,, 30 per diem.
Do.	.....	,, 15 per ½ day.

When vessels are not loaded or discharged a fee of Rs. 15 will be charged for opening gates and for receiving or delivering cargo."

15. Boats using the East wharf of the Prince's Dock should pay the regular Bandar rates.

16. Claims for refunds must be made within 2 months.

17. On goods landed at the Dock for transhipment single wharfage as a transhipment fee to be charged also 2 annas per ton import and 2 annas per ton export cranage when Dock cranes are used, the wharfage fee to cover the right to deposit on wharf 3 days thereafter the ordinary dock ground or shed rent charges to be levied, the ship to make its own arrangement for handling the goods.

18. The rate for cranage, two annas per ton, mentioned in Rules Nos. 7 and 17, only refers to such goods as can be lifted by the ordinary 1½ ton cranes. All other goods will be charged for at the special rates laid down for heavier lifts.

19. No vessel will be allowed to use a quay berth in Prince's Dock for more than fifteen days should the berth be required for another vessel.

20. The Port Trustees will not be liable or responsible in any way for lost or damaged goods, *e.g.*, chafages, breakages and short deliveries, of which notice has not been given within one month from the date of landing or shipping, as the case may be.

By order of H. E. the Hon'ble the Governor in Council,

JOHN A. M. MACDONALD, Colonel,
Secretary to Government.

Note.—The day that a vessel enters and the day she leaves the Dock should be counted as one day. Part of a day should be charged as a whole day.

BOMBAY PORT TRUST.

RULES FOR GUIDING ISSUE OF WARRANTS, CHARGES, &c.

1. Warrants will be issued on application (provided that there is no lien for freight or otherwise) upon payment of wharfage, landing and other charges, and all subsequent charges must be paid by the holder of the warrant before delivery of the goods.

2. Warrants will be transferable by endorsement without production.

3. Proprietors of goods may clear rent and incidental charges on goods covered by warrant up to any desired date and have new warrants accordingly.

4. Warrants will be made out for such quantities of goods as may be convenient to importers, provided the lotting operations are satisfactorily completed beforehand.

5. Should delivery of the whole contents of a Warrant be directed, and the goods not be removed within two days, a new warrant for the remainder of the goods must be taken out.

6. When the holders of warrants are desirous of assigning part contents without delivery, re-weighing, re-housing, &c., new documents may be obtained in exchange of the originals on lodging the originals duly endorsed. The endorsement should specially direct the manner in which the contents are to be divided, and state the names of the parties in whose favour the warrants are to be issued, in the following form :—

"*Please to divide the within*" or when part is to be delivered, "*Deliver to bearer* (state how many packages) *and grant new*_____*one for* (state how many packages) *in favour of*_____*one for, &c.*"

7. Warrants may be, if desired by the holders, exchanged or divided without assigning the goods, at the same rate of charge.

8. Original Warrants will be granted free of charge beyond the cost of stamp, but for other warrants the charge will be as follows, in addition to the cost of stamps :—

FOR EACH WARRANT.

1 to 2	Packages or Quantities...	As.	½
3 to 4	,, ...	,,	1
5 to 7	,, ...	,,	1½
8 to 10	,, ...	,,	2
11 to 15	,, ...	,,	2½
16 to 20	,, ...	,,	3
21 to 25	,, ...	,,	3½
26 to 30	,, ...	,,	4
31 to 35	,, ..	,,	5
36 to 40	,, ...	,,	6
41 to 45	,, ...	,,	7
46 and upwards	... .	,,	8
Goods in bulk, per ton	.....	,,	2

9. If from the nature of the contract between the seller and the buyer, re-weighing may be necessary, new warrants, if desired, will be issued on depositing the warrants endorsed with directions to that effect, containing the landing weights and re-weights as soon as the operations are completed.

10. When any alterations, such as re-packing, &c., are to be made (except when preparatory to immediate delivery), the warrants must be lodged and others representing the goods correctly issued in the same manner.

11. In the case of casks of liquids used to fill up others, the warrant must be lodged, and the proprietor may either have a new warrant for the remainder, or it may be delivered (if not required to be used again) in the same way to his order.

12. In the last three mentioned cases the charges for performing the operations include the expense of the new warrants.

13. When warrants are lost or mislaid, the circumstance should be advertised and an engagement to indemnify the Port Trust by bond or otherwise enclosed with the application for duplicates. New documents will not be issued (unless the originals shall be found and delivered up) until seven clear days have elapsed from the date of notice by advertisement. Upon notice being given of the loss, the goods will be stopped, and the original document will on no account be acted upon unless the matter is satisfactorily explained in writing.

14. Irregularities in the endorsements lessen the security of the proprietors of goods, and render documents incomplete as authorities. The attention of the holders of warrants is therefore particularly called to that point, to prevent the impediments which must otherwise arise to the regular despatch of business; but they must not attempt to remove such impediments by endorsing any warrant without due authority.

15. When parties holding orders for delivery from the quays wish the goods housed in their own names or in the names of other parties, they must lodge the order endorsed to that effect, and warrants will be granted accordingly.

16. Weight notes corresponding to the warrants will be furnished, when required, at a charge of annas each.

WAREHOUSE DEPARTMENT.

Scale of Charges for Goods on which Warrants may be granted by the Bombay Port Trust.

Goods.	Per	Storage and Delivery Charges.			Rent per Week or portion of a Week		
		Rs.	a.	p.	Rs.	a.	p.
1. Alum	Ton	0	8	0	0	1	0
2. Beef and Pork	Tierce	0	4	0	0	0	6
3. Do. do.	Barrel	0	3	0	0	0	4
4. Canvas	Bale up to 12 c. ft.	0	2	0	0	0	6
5. Do.	Bale above 12 c. ft.	0	3	0	0	1	0
6. Cardamoms	Cwt.	0	0	6	0	0	2
7. Cement	Ton	0	8	0	0	1	0
8. Coffee	,,	0	8	0	0	1	0
9. Coir Yarn	,,	0	8	0	0	2	0
10. Copperas	,,	0	8	0	0	1	0
11. Cotton Pkg.	Bale	0	1	6	0	0	4
12. Cutlery	For every 2 c. ft.	0	0	4	0	0	1
13. Fibre	Bale	0	1	0	0	0	4
14. Ginger, dry	Ton	0	6	0	0	1	0

	Goods.	Per	Storage and Delivery Charges.			Rent per Week or portion of a Week.		
			Rs.	a.	p.	Rs.	a.	p.
15.	Glassware and Earthenware	Pkg. up to 12 c. ft.	0	2	0	0	0	6
16.	Do. do.	Pkg. above 12 c. ft.	0	3	0	0	1	0
17.	Grain	Ton	0	5	0	0	0	8
18.	Ground Nuts	,,	0	5	0	0	0	8
19.	Gums	,,	0	8	0	0	1	0
20.	Gunnies	Per 50 bags or pieces.	0	0	9	0	0	2
21.	Do							
22.	Hardware Pkg.	For every 2 c. ft.	0	0	4	0	0	1
23.	Hessians, same as for Canvas.							
	METALS—							
24.	Iron—Hoop, Sheet, Nail and Rod	Ton	0	8	0	0	0	8
25.	Iron—Bars and Bundles	,,	0	6	0	*0	0	6
26.	Copper and Yellow Metal, in cases	,,	0	10	0	0	1	0
27.	Zinc Sheets	,,	0	8	0	0	1	0
28.	Copper, Zinc, Spelter, Tin in Tiles or Steel	,,	0	8	0	0	1	0
29.	Indigo	,,	0	8	0	0	2	0
30.	Mother-o'-Pearl Shells	,,	0	8	0	0	2	0
31.	Myrabollams (gallnuts)	,,	0	5	0	0	0	8
32.	Oil Cocoanut	,,	0	8	0	0	1	6
33.	Oil Seeds	,,	0	5	0	0	0	8
34.	Opium	Chest	0	4	0	0	4	0
35.	Pepper, in bales and cases	Pkg	0	3	0	0	0	6
36.	Paints &	Ton	0	8	0	0	1	0
37.	Pepper	,,	0	6	0	0	1	6
38.	Piece-Goods	Bale	0	2	0	0	0	5
39.	Sandal and Sapan wood	Ton	0	8	0	0	2	0
40.	Senna Leaves	,,	0	6	0	0	1	0
41.	Sharkfins and Fishmaws	,,	0	8	0	0	4	0
42.	Shawls	Pkg.	0	4	0	0	4	0
43.	Sugar	Ton	0	6	0	0	0	8
44.	Spices, except Cardamoms	,,	0	8	0	0	1	0
45.	Tea	Chest	0	1	0	0	0	3
46.	Tin Plates	Ton	0	8	0	0	0	6
47.	Tobacco	Case		.....			.....	
48.	Turmeric	Ton	0	6	0	0	1	0
49.	Twist and Yarn	Bale	0	2	0	0	0	5
50.	Wool	,,	0	2	0	0	0	6
	Goods not enumerated if charged by measurement	C. ft.	0	0	3	0	0	1
	Do. by weight	Ton	0	8	0	0	1	0

* Open air accommodation ; should shed accommodation be required, the rent will be 8 pies per ton.

All goods weighed and re-stored by the Warehouse Department will be charged one-half of the original storage and delivery charge.

The storage and delivery charge will cover cost of moving goods from transit shed to the warehouse, or from the warehouse to the transit shed.

Loading or unloading of carts will be charged for as follows :—

Loading or unloading packages up to 2 cwts., 1 anna per cart.

Loading packages over 2 cwts., at rates to be arranged with Traffic Manager.

Unloading packages over 2 cwts., at rates to be arranged with Traffic Manager.

Loading and unloading together, 1½ anna per cart, packages up to 2 cwts.

The Traffic Manager to have the option of allowing merchants to load or unload their carts.

Weighment of goods will be charged for at 3 annas per ton.

By order of the Trustees,

JOHN RYAN,

Traffic Manager, Bombay Port Trust.

BOMBAY PORT TRUST.

SCALE OF WHARFAGE, CRANAGE AND OTHER FEES TO BE CHARGED AT PORT TRUST BUNDERS.

Sanctioned by the Government of Bombay under Sec. 43, "Bombay Port Trust Act, 1879," on the 15th day of November, 1879.

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
1	Acids	Case	0 4 0
2	Aërated waters	One doz.	0 0 3
3	Akroots (walnuts)	Package	Measurement
4	Ale, beer, porter and cider, in wood...	Hogshead	0 4 0
5	Do. do.	Kilderkins	0 2 0
6	Do. do. in bottles.	1 doz. qts. or 2 doz. pints	0 0 6
7	Alkali (sajekar)	Ton	0 12 0
8	Almonds	,,	1 4 0
9	Aloes, black	,,	0 12 0
10	Alum (fatki)	,,	0 12 0
11	Ambasee (dried mango)	,,	0 12 0
12	* Anchors, grapnels, &c., English.	,,	0 8 0
13	Do." do. country.	Coolie-load	0 0 6
14	Animals—*see* Live Stock.		
15	Antimony (soorma)	Ton	0 12 0
16	Apparel, not accompanying passengers	Package	0 2 0
17	Arrowroot, country	Ton	0 12 0
18	Do. foreign	Case or package	Measurement
19	Arsenic	Package	Do.
20	* Asphalte	Ton	0 8 0
21	Assafœtida in bulk (hing), fine	,,	2 8 0
22	Do. do. ...	Case or package	0 4 0
23	Do. course (Hingola) ...	Ton	0 12 0
24	Bagatelle tables	Each	2 0 0
25	* Ballast stones	Boat under 25 tons burden	1 0 0
26	* Do.	Boat over 25 and up to 50 tons	2 0 0
27	* Do.	Boat over 50 tons burden	2 8 0
28	* Bamboos	Regd. ton of vessel	0 4 0
29	* Do. tokers by raft ...	One hundred	1 0 0
30	* Do. and tokers	Cart-load	0 4 0
31	Bamboo blinds, in bundles ...	Regd. ton of vessel	0 4 0
32	Do. do. ..	One hundred bundles	1 0 0
33	Do. do. ...	Cart-load	0 4 0
34	Bangles, Country	Package	0 1 0
35	Do. do.	Cart-load	0 8 0
36	Do. foreign	Case	0 2 0
37	Bardans (old gunnies)... ...	Bundle or package	0 1 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
38	* Bark, shemby	Regd. ton of vessel	0	6	0
39	* Do. of sorts	Ton	0	12	0
40	* Baskets, cane	One dozen	0	0	6
41	* Do. bamboo and mat ..	,,	0	0	3
42	Beads, in bags	Bag	0	2	0
43	Do. in cases	Case	0	2	0
44	Bedsteads, country	Each	0	2	0
45	Beef or pork	Tierce	0	4	0
46	Do. do.	Barrel	0	2	0
47	Bees' wax	Package	0	2	0
48	Betelnut	Ton	0	12	0
49	Betel leaves	Package	0	0	6
50	Do. do.	Cart-load	0	4	0
51	Bhang	Ton	1	4	0
52	Bhat (paddy)	Candy of 20 furrahs	0	3	0
53	Biscuit, ship	Ton	0	12	0
54	Do. in cases	Case	Measurement		
55	Do. in tins	One dozen	0	3	0
56	Billiard Tables	Each	5	0	0
57	Blood stones	Case or package	0	2	0
58	* Boats (hodies)	Each	0	4	0
59	* Boats, jolly	,,	0	8	0
60	* Boats, muchwas and bullows.	,,	0	8	0
61	Boilers below 8 tons	Ton	0	12	0
62	Boilers from 8 to 10 tons in weight	Each	10	0	0
63	Do. from 10 to 15 tons ...	,,	15	0	0
64	Do. above 15 tons	,,	20	0	0
65	* Bones	,,	0	9	0
66	Books	Case	Measurement Do.		
67	Boots and shoes, English ...	,,	0	1	0
68	Do. do. country ...	Bundle or package	0	12	0
69	Borax (unrefined)	Ton	0	2	0
70	* Bottles, empty	Crate, cask or case	0	3	0
71	* Do. do. loose	Cart-load	0	0	6
72	* Do. do.	Coolie-load	0	4	0
73	* Boxes, country, empty ..	One dozen			
74	* Do. unmade, from Malabar Coast ..	Regd. ton. of cargo boat	0	4	0
75	* Do. do.	Cart-load	0	4	0
76	Do. horse and cattle, empty	Each	0	8	0
77	Bran	Candy of 8 furrahs or 2¼ Cwts.	0	1	0
78	Brass leaves—*see* Orsidue.				
79	Brass of sorts, and ware ...	Ton	0	12	0
80	Do. do. when no weight is given	Package	Measurement		
81	Bricks, bath	Case	0	1	0
82	* Do. country	Regd. ton of vessel	0	4	0
83	* Do. do.	Cart-load	0	2	0
84	* Do. foreign	Per thousand	1	8	0
85	Brooms	One hundred	0	0	6
86	Bullion, specie, gold and silver-ware and coins, plate, &c. ...	Box or package	0	4	0
87	Burroo (country pens) ...	Package of 6 c. ft. and under	0	1	0
88	Do. do. ...	Package over 6 c. ft.	0	2	0

No. of Item	Description of Goods.	How charged.	Wharfage Fee Rs.	a.	p.
89	* Casks and hogsheads ...	Each	0	1	0
90	* Casks and hogsheads, half and quarter	,,	0	0	6
91	* Cables, chain	Ton	0	8	0
92	* Do. hemp	,,	0	12	0
93	* Cadjans	Regd. ton of vessel	0	4	0
94	* Do.	Cart-load	0	4	0
95	Cajoo or cachewnuts	Package	0	2	0
96	Cambay stones	Case or package	0	2	0
97	Camphor	Ton	1	4	0
98	Candles	Cwt.	0	2	0
99	Canes—*see* Rattans.				
100	Canvas	Bale	0	3	0
101	Do.	Bolt	0	0	6
102	Camphor-wood drawers ...	Each piece	0	4	0
103	Capoor cutchree	Ton	0	12	0
104	Cardamoms	Cwt.	0	2	0
105	Do. bastard—*see* Spices.				
106	Carpets, country	Case or package	0	1	0
107	Do. foreign ...	,,	0	4	0
108	* Carriages, four-wheeled ..	Each	4	0	0
109	* Do. two-wheeled ..	,,	3	0	0
110	* Carts, country	,,	0	8	0
111	* Cart wheels ...	Pair	0	4	0
112	Cassa ware, white metal	Ton	0	12	0
113	Catechu	Package of 4 c. ft. and under	0	0	6
114	Do.	Package over 4. c. ft.	0	1	0
115	Cement	Ton	0	8	0
116	Chairs, in bundles	Bundle	0	1	0
117	Chairs, loose	Each	0	0	6
118	Chalk	Ton	0	6	0
119	Charcoal	Regd. ton. of vessel	0	4	0
120	* Charpoys	Each	0	1	0
121	Cheese, in cases	Case	Measurement		
122	Do. loose	Each	0	0	3
123	Chemicals—*see* Drugs and Medicines.				
124	Cheroots and Cigars ..	Case	Measurement		
125	Chillies, dried	Ton	0	12	0
126	* Chillims, for hookas	One thousand	0	1	0
127	China copper cash	Ton	0	12	0
128	China flower pots	Each	0	0	6
129	Do. garden seats	,,	0	2	0
130	Do. Preserves and Chow-chow	Case of ½ dozen and under	0	1	0
131	Do. do. ...	Case of over ½ doz.	0	2	0
132	Do. do. ...	Jar or pot	0	0	3
133	Do. roots	Ton	0	12	0
134	Do. and Japan fancy goods...	Case	Measurement		
135	Do. ware in rolls, large ...	One doz.	0	3	0
136	Do. do. small ...	,,	0	1	6
137	Do. white copper ware ..	Case	0	3	0
138	Chooney	Candy of 8 furrahs or 9 Indian mds.	0	2	0
139	* Chunam, loose	Regd. ton. of vessel	0	4	0
140	* Do. in packages ...	Ton	0	8	0
141	* Do. stones	,,	0	8	0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
142	* Clay, China and fire	Ton	0 12 0
143	* Do. country	Regd. ton. of vessel	0 3 0
144	Clay figures	Case.	0 2 0
145	Clocks...	Case of 8 c. ft. and over	0 8 0
146	Do.	Case of under 8 c. ft.	0 4 0
147	* Coal, coke, cinders, patent fuel and ashes	Ton	0 2 0
148	Do. do. do. ..	Cart-load	0 2 0
149	* Coal shoots	Each	0 4 0
150	Cocoanuts, loose	One thousand	0 4 0
151	Do. in packages ..	Package	0 1 0
152	Cochineal	Cwt.	0 2 0
153	Cocum	Ton	0 12 0
154	Do. oil	Case or pot	0 4 0
155	Coffee	Ton	0 12 0
156	Do. dross	,,	0 6 0
157	Coins, copper	Box or package	0 1 0
158	Coir fibre	Ton	0 9 0
159	Do. pressed	Bale	0 1 6
160	Do. rope, cable, cordage, and yarn	Ton	0 12 0
161	Colombo root	,,	0 12 0
162	Confectionery	Case	Measurement
163	* Coojas or goblets, Muscat ...	One hundred	0 4 0
164	* Do. do. Goa, common	,,	0 2 0
165	Coormoora (parched rice) ..	Package	0 0 6
166	Coosoomba—*see* Safflower.		
167	* Copper, in sheets, slabs, or tiles	Ton	0 12 0
168	Do. ware and wire ..	,,	0 12 0
169	Do. when no weight is given	Package	Measurement
170	Copperas	Ton	0 12 0
171	Copra	,,	0 12 0
172	Coral	Package or box	0 8 0
173	Do. imitation	Case	Measurement
174	Cordage and hawsers, hemp, Europe and Manilla... ...	Ton	1 0 0
175	Coriander seed	,,	0 9 0
176	Corks	Bale or case	Measurement
177	Cotton, raw, pressed	Bale	0 1 0
178	Do. unpressed	Bale or docra of over 3 cwts.	0 1 0
179	Do. do.	Do. under 3 cwts.	0 0 6
180	* Cotton screw-jacks	Each	0 0 6
181	Couches and sofas	,,	0 2 0
182	Cowries	Ton	0 12 0
183	Crackers, China	Case of one picul of 133 lbs.	0 4 0
184	Do. do.	Case under one picul	0 2 0
185	Crockery, porcelain, and earthenware	Crate or hogshead	Measurement
186	Croton seed (jamalgotee) ...	Ton	0 12 0
187	Cummin seed	,,	1 4 0
188	Cuppas (mat bags)	One hundred	0 4 0
189	Do.	Coolie-load	0 0 6

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
190	Cutlery	Case	Measurement
191	Dammer	Ton	0 9 0
192	Dates, dry	Ton.	0 12 0
193	Do. wet	,,	0 12 0
194	Do. in pots	One doz. pots.	0 4 0
195	* Dhooleakar (country soda earth)	Regd. ton. of vessel	0 6 0
196	Do. part cargo and in bags	Ton	0 9 0
197	Dhowri flowers	,,	0 12 0
198	* Dinner cups (leaves)... ...	Fifteen hundred	0 0 3
199	* Do. leaves	,,	0 0 3
200	Dishes, wooden, large... ...	Score	0 1 0
201	Do. do. small... ...	,,	0 0 6
202	* Disinfecting powder... ..	Ton	0 12 0
203	Dragon's blood	Case	0 2 0
204	Drugs and medicines, foreign, not enumerated	Case or package	Measurement
205	Do. do. country ...	Bag	0 2 0
206	Drums, dubbers and dubbas ...	One hundred	0 12 0
207	Dyes, country, not enumerated.	Ton	0 12 0
208	Do. foreign	Case or package	Measurement
209	Earthen retorts and piping for drainage	Ton	0 12 0
210	Earthenware, foreign—*see* Crockery.		
211	* Earthenware, country, by cargo boats and coasting vessels	Regd. ton. of vessel	0 3 0
212	* Eggs	Basket or pot	0 0 6
213	Elephants' tusks and Moyes teeth—*see* Ivory.		
214	Engines, garden	Each	0 4 0
215	Fans	Case	0 2 0
216	Fat, grease, lard and tallow ...	Ton	0 12 0
217	Feathers	Case or package	0 2 0
218	Felt	Bale	Measurement
219	* Firewood	Regd. ton. of vessel	0 4 0
220	* Do.	Cart-load	0 2 6
221	* Fish, fresh	Mutchwa or bullow per month	2 0 0
222	* Do. do.	Hody per month	1 0 0
223	* Do. do.	Boat manned by 2 men	0 8 0
224	Fish, salted and dried, in packages...	Ton	0 12 0
225	Do. do. loose ...	Redg. ton. of vessel	0 8 0
226	Do. do.	Cart-load	0 4 0
227	Fish, tamarind	Keg	0 1 0
228	Fish-maws	Ton	1 4 0
229	Fishing nets, new	Each	0 2 0
230	Do. tackle	Case	0 2 0
231	Fish, roe	Pot or package	0 1 0
232	Flax	Bale	0 2 0
233	Flour	Ton	0 12 0
234	Flour in barrels, no weight given	Barrel	0 1 0
235	* Fruits, fresh, foreign ...	Case	0 1 0
236	* Do. do.	Barrel	0 1 6

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
237	* Fruits, from Zanzibar and Muscat...	Basket	0	0	6
238	* Do. from Cabul	Large basket or jambil	0	6	0
239	* Fruits, fresh, country ...	Regd. ton. of vessel	0	4	0
240	* Do. do. part cargo ...	Cart-load	0	3	0
241	* Do. country	Coolie-load	0	0	6
242	Fruits, dry, not enumerated ...	Ton	1	4	0
243	Do. from Europe ...	Case	Measurement		
244	Furniture, not accompanying passengers ...	,,	Do.		
245	Gallnuts—*see* Myrabollams.				
246	Ganja (*cannabis indica*) ...	Ton	1	4	0
247	Garlic	,,	0	12	0
248	Ghee	,,	1	4	0
249	Ginger, dry (Soonth)	,,	1	4	0
250	* Do. green	Regd. ton. of vessel	0	4	0
251	* Do. do. part cargo ...	Cart-load	0	3	0
252	Glass-ware	Hogshead	Measurement		
253	Glass, window	Box	0	1	0
254	Do. broken	Package	0	1	0
255	Glue	Ton	1	4	0
256	Goat's hair, loose, in bundles ...	Bundle or package	0	0	6
257	Do. do. pressed	Bale	0	1	0
258	Gold leaf—*see* Bullion.				
259	Do. mock	Box or package	0	1	0
260	Gold and silver lace or jury ...	,,	0	4	0
261	Grain of all kinds, loose and in bags...	Per ton of 3 candies 8 furrahs or 9 Indian Maunds to candy	0	6	0
262	* Grass, Green	Regd. ton. of vessel	0	4	0
263	* Do.	Cart-load	0	2	0
264	Grass-oil	Case or Pot	0	4	0
265	Grinding-stones, country ...	Pair	0	0	6
266	Groundnuts	Ton	0	9	0
267	Gums of kinds, not enumerated.	,,	1	4	0
268	Gunny pieces and bags ...	Bale	0	4	0
269	Do. do. ..	Half bale	0	2	0
270	Do. do. ...	Bundle of 50 pieces	0	1	0
271	Gunpowder	See special rates at page XXXIII.	...		
272	Guns, large, cannons, howitzers, &c.—*see* Military Stores and Arms.				
273	Do. small rifles and fowling pieces, but not including military arms and equipment ...	Case	0	4	0
274	Do. do. pistols, revolvers, &c. do. ...	,,	0	2	0
275	Haberdashery, millinery and hosiery	,,	Measurement		
276	Hams, in cases	,,	Measurement		
277	* Do. loose	Each	0	0	3
278	* Hardware	Ton	0	12	0
279	Do. when no weight is given	Package	Measurement		
280	Harmoniums	Each	1	0	0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
281	Harness and harness requisites	Case	Measurement
282	Hats and Caps—*see* Haberdashery and Millinery.		
283	* Hay and straw	Regd. ton. of vessel	0 4 0
284	* Do. pressed	Bale	0 0 6
285	* Do. in bundles	Cart-load	0 2 0
286	Hemp, loose, in bundles ...	Ton	0 9 0
287	Do. pressed	Bale	0 1 0
288	Hessians	,,	0 3 0
289	* Hides, buffalo, &c.	One hundred	0 8 0
290	Honey	Package or pot	0 1 0
291	Hookas (cocoanut shells) ...	Package	0 1 0
292	Horns, buffalo, bullock and deer	Ton	0 12 0
293	Hulwa, in plates	Doz. Plates	0 1 0
294	Do. in jambils	Doz. Jambils	0 0 6.
295	* Husk or chaff for burning bricks	Regd. ton. of vessel	0 2 0
296	Do. for animals	Candy of 8 furrahs or 2¼ cwts.	0 1 0
297	Ice (small quantities for daily consumption on board to pass free)	Ton	0 8 0
298	Incense—*see* Olibanum.		
299	Indian condiments	Case	Measurement
300	Indigo...	Ton	1 4 0
301	Ink	Case	0 3 0
302	Do.	Cask	0 4 0
303	Instruments, drawing, mathematical, musical and others not enumerated	Case or Package	Measurement
304	Ironmongery	Ton	0 12 0
305	Do. when no weight is given	Case	Measurement
306	* Iron, bar, hoop, pig, rod, scrap steel, hoop, sheets, bands, angle, T. and old ...	Ton	0 6 0
307	* Iron, other than the foregoing, including girders, casting pipes, &c.	,,	0 8 0
308	Ivory and Elephant tusks ...	Cwt.	0 2 0
309	Do. ware	Package	0 4 0
310	Jaggery	Ton	0 9 0
311	Jars, fancy, large, China and Japan	Each	0 1 0.
312	Do. Common, large	One hundred	2 0 0
313	Do. do. small	,,	1 0 0
314	Jewellery and trinkets ...	Box or package	0 8 0
315	Do. do. imitation ...	Case or package	0 2 0
316	Jute, raw, loose	Ton	0 9 0
317	Do. pressed	Bale	0 1 0
318	Kegs	One doz.	0 2 0
319	Khootwood	Ton	0 12 0
320	Kuskus for tatees	Package	0 1 0
321	Kerosine oil	Case of 10 gals.	0 0 6
322	Lac	Ton	1 4 0
323	Lac-dye	Package	0 2 0
324	Lavender flowers	Do.	0 1 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
325	Lanterns, country	One doz.	0	0	6
326	Lead, pig, piping, sheets, and rolls	Ton	0	10	0
327	Do. black, white, and red ...	Do.	0	12	0
328	Do. shot	Do.	0	12	0
329	Leather, country	Bundle	0	1	0
330	Do. foreign	Case or Package	Measurement		
331	Liquorice-root	Ton	1	4	0
332	Liquors, foreign and country —*see* Spirits.				
	* Live stock—				
333	Horses*	Each	0	8	0
334	Cows and buffaloes. ..	Do.	0	4	0
335	Calves and pigs	Do.	0	2	0
336	Goats and sheep	Do.	0	1	0
337	Do. do.	Per 100	1	8	0
338	Dogs and monkeys	Each	0	1	0
339	Turkeys and geese... ..	One doz.	0	2	0
340	Fowls and ducks	,,	0	1	6
341	Tigers, bears, and other wild animals	Each	2	0	0
342	Luggage of European sailors, ship captains, naval officers, members of the water police and preventive officers, while proceeding on or off duty on board	Free	...		
343	* Luggage accompanying passengers at the Mazagon Bunder, Town Custom House Bunder, and at the Apollo Pier	Portmanteaux and hand packages	0	1	0
344	Do. do. do.	Trunks and cases	0	2	0
345	* Luggage at any other Bunders	Coolie-load	0	0	3
346	* Do. do.	Cart-load	0	4	0
347	Do. brought by native coolies	Free	...		
348	Madder or Munjeet	Ton	0	12	0
349	* Marble and marble slabs ...	,,	0	12	0
350	Marking nuts (bellama) ..	Package	Measurement		
351	* Masts of mutchwas and padows	Each	0	1	0
352	* Do. of buggalows, cottias and pattimars	,,	0	2	0
353	Matches, English	Case	Measurement		
354	Do. country (Dewasali) ..	Bundle	0	0	6
355	Mats of sorts, foreign	Package of 50	0	2	0
356	Mats, country...	Package of 100	0	2	0
357	Do. cane	Roll of 25	0	2	0
358	* Machinery in case, package, or piece	Ton	0	12	0
359	* Do. when no weight is given	Package	Measurement		
360	Matting, Coir	,,	0	1	0
361	Do. rolls of coir carpet ..	,,	0	2	0
362	Medicine—*see* Drugs.				
363	Metals, not enumerated ..	Ton	0	12	0

* When horses are landed or shipped in boxes wharfage and cranage should be charged only on the horses.

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
364	* Mill and foundation stones ...	Ton	0 8 0
365	Millinery—*see* Haberdashery.		
366	Mollasses and treacle	,;	0 12 0
367	Mother-o'-pearl shells	,,	1 4 0
368	Military stores, arms, equipment	,,	0 12 0
369	Do. do. when no weight is given	Case	Measurement
370	Mineral waters	Case or Cask	0 1 0
371	Mowra and mowra flowers ...	Ton	0 9 0
372	Myrabollams	,,	0 6 0
373	Myrrh	,,	1 4 0
374	Nails of sorts	,,	0 8 0
375	Naptha	Case of 10 gals.	0 1 0
376	Nowsagur—*see* Salammoniac.		
377	Nux vomica	Ton	0 12 0
378	Oars, country	One doz.	0 1 0
379	Ochre of kinds	Ton	0 8 0
380	Oils, linseed, castor, and other vegetable	Tin or drum up to 10 gals.	0 1 0
381	Do. do. do. ...	Ton	0 12 0
382	Do. perfumed, of sorts ...	Case or pot	0 4 0
383	Oil-cake	Ton	0 9 0
384	Oilman's Stores	Case	Measurement
385	Olibanum	Ton	1 4 0
386	Opium	Chest of 140 lbs.	1 0 0
387	Do.	Half chest	0 8 0
388	Orsidue or brass leaves ...	Package	0 0 6
389	Overland post parcels	Each	0 0 6
390	Paints, oil	Ton	0 12 0
391	Palanquins and doolies ...	Each	0 8 0
392	Paper of kinds	Bale	0 2 0
393	Papudkhar (country soda) ...	Ton	0 9 0
394	Paraffine and petroleum—*see* Kerosine.		
395	Patch leaves	Case	0 2 0
396	Pearls	Box or package	0 8 0
397	Do. imitation	,,	0 2 0
398	Pepper of kinds and pepper Roots	Ton	1 4 0
399	Perfumery, hair oils, pomades, &c., unenumerated	Case	Measurement
400	Pianofortes	Each	2 0 0
401	Piece-goods, cotton	Bale	0 2 0
402	Do. silk and velvets ...	,,	0 6 0
403	Do. cotton and silk large bales	,,	0 6 0
404	Do. and woollens ...	,,	0 2 0
405	Pipes, clay, smoking, common.	Case	0 1 0
406	Pistachio nuts	Ton	1 4 0
407	Pitch	Ton	0 12 0
408	Plants, shrubs, and trees ..	Cart-load	0 4 0
409	Do. do. ...	Coolie-load	0 0 6
410	Platedware—*see* Bullion.		
411	Plums—*see* Dry Fruits.		
412	Porcelain—*see* Crockeryware.		
413	Poultry and Birds—*see* Live Stock.		

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
414	Powa	Package	0 0 6
415	Precious stones	Box or package	0 8 0
416	Provisions, fresh, for daily use on board	Free	...
417	Do. do. for voyage ...	Coolie-load	0 1 0
418	Pudwas	Ton	0 12 0
419	Quicksilver	Bottle	0 2 0
420	Railway Plant and materials ...	Ton	0 8 0
421	Rafters—*see* Timber.		
422	Rags	Bale or package	0 1 0
423	* Rattans	Ton	0 12 0
424	* Do. Malacca	One doz.	0 1 0
425	* Reeds	Bundle	0 0 6
426	* Do.	Cart-load	0 4 0
427	* Road metal	Regd. ton of vessel	0 2 0
428	Rose flowers, dried ..	Ton	0 12 0
429	Rose-water	Case	0 1 6
430	Do.	Carboy	0 0 6
431	Rosin	Ton	0 12 0
432	Safflower (Coosoomba)... ...	,,	1 4 0
433	Saddlery—*see* Harness and Harness Requisites.		
434	Sago	,,	0 12 0
435	Do.	Case or package	Measurement
436	* Sails, of buggalows, cotias, and pattimars ...	Each	0 4 0
437	* Do. of padows ...	,,	0 2 0
438	* Do. of mutchwas ...	,,	0 1 0
439	Sailum-misree	Ton	2 8 0
440	Salammoniac	,,	0 12 0
441	* Salt, country	Regd. ton of vessel	0 4 0
442	Saltpetre	Ton	0 12 0
443	Samada stones	,,	0 12 0
444	Samples and trusses ..	Parcel	0 1 0
445	Do. do.	Case	Measurement
446	* Sand deposited on wharf ...	Ton	0 2 0
447	* Do. do. on hard ...	,,	0 1 6
448	Sandalwood	,,	1 4 0
449	Do. boxes and ware ...	Package	0 2 0
450	Sapanwood	Ton	0 12 0
451	Scinde work	Case or package	0 2 0
452	Seeds—oil, linseed, teel, castor, rape, mustard, niger, poppy, &c.	Ton	0 9 0
453	Seeds, other than oil seeds, not enumerated	,,	0 12 0
454	Senna leaves	,,	0 12 0
455	Shark-fins	,,	1 4 0
456	Sawjeera	,,	0 12 0
457	Shawls, Cashmere and Delhi ...	Case or package	0 8 0
458	Do. Europe	,,	Measurement
459	Shells, in cases, unenumerated	,,	0 2 0
460	Do. loose and in bags, unenumerated	Ton	0 12 0
461	Shellac	,,	1 4 0
462	Shikakai	,,	0 12 0
463	Shooks, barrel...	Each barrel	0 0 6
464	Silk, raw	Case or bale	0 6 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
465	*Skins, goat and sheep, tanned.	Case or bale	0 2 0
466	* Do. do. untanned ...	Bundle	0 1 0
467	Soap, perfumed, foreign ...	Case	Measurement Do.
468	Do. bar do. ...	,,	
469	Do. country, bar and soft ..	Ton	0 12 0
470	Soapnuts	,,	0 12 0
471	Soda, foreign	Case	0 2 0
472	Do. country—*see* Papudkhar.		
473	Supras (winnowing fans) ...	One hundred	0 2 0
474	Soorungy	Ton	0 12 0
475	*Spelter and solder	,,	0 10 0
476	Spices—cinnamon, mace, cloves, nutmegs, bastard cardamoms and others unenumerated (for cardamoms, *see* Special Rate).	,,	1 4 0
477	Spirits and wines, foreign, in wood	Per Imp. gal.	0 0 2
478	Do. do. do. in bottles	1 doz. qts. or 2 doz. pints	0 1 0
479	Do. country	Three Imp. gals.	0 0 2
480	Do. beer, porter, &c.—*see* Ale.		
481	Stationery, unenumerated ...	Case	Measurement Do.
482	Do. do. ...	Cask	
483	Staves, barrel—*see* Shooks.		
484	* Steel	Ton	0 8 0
485	* Stones, ballast—*see* Ballast.		
486	* Do. ,, laddy, paving and sand dressed. ...	Regd. ton. of vessel	0 4 0
487	* Do. do. do.	Cart-load	0 4 0
488	* Do. do. do. undressed and rough	Ton	0 2 0
489	* Do. rollers of, large ...	Each	0 4 0
490	* Do. do. small ...	,,	0 2 0
491	* Stoneware, country	Cart-load	0 6 0
492	* Do do.	Package	0 1 0
493	* Stores, old, marine	Cart-load	0 4 0
494	* Suffrys for making mat bags..	,,	0 4 0
495	Sugar and Sugarcandy ...	Ton	1 0 0
496	Sugar, loaf	Case	0 2 0
497	* Sugarcane	Regd. ton. of vessel	0 4 0
498	* Do.	Cart-load	0 3 0
499	Sulphur	Ton	0 12 0
500	Sweetmeat, native	Case or package	0 2 0
501	Do.	Pot or basket	0 0 6
502	Syrup and sherbet	Case	0 2 0
503	Tallow—*see* Fat.		
504	* Tamarind, raw and green ...	Regd. ton. of vessel	0 4 0
505	* Do. do. ..	Cart-load	0 3 0
506	Do. preserved (ambli)...	Ton	0 12 0
507	Tar	,,	0 12 0
508	Tea	Chest of 60 lbs.	0 2 0
509	Do.	Half chest	0 1 0
510	Do.	Package below half chest	0 0 6
511	* Tents, double-poled... ...	Each	1 0 0
512	* Do. single-poled	,,	0 8 0
513	* Do. rowtees	,,	0 4 0
514	* Do. beechobas	,,	0 2 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
515	* Tiles, country.	Regd. ton. of vessel	0	4	0
516	* Do. do.	Cart-load	0	2	0
517	Do. flooring, packed. ...	Ton	0	12	0
518	* Do. foreign and Mangalore.	One thousand	1	8	0
519	* Timber, blackwood, ebony, teak and pine, in logs, squares, planks, and scantlings	Ton of 50 c. ft.	0	8	0
520	* Do. bhendy, jungle, and rafters.	Regd. ton. of vessel	0	6	0
521	* Do. rafters, by raft ...	Cart-load	0	4	0
522	* Tin, of kinds	Ton	0	12	0
523	Tin plates	Case	0	1	0
524	Tobacco, country, in leaf, unmanufactured.	Bale	Measurement		
525	Tobacco, foreign, manufactured, but not cheroots	Case	0	2	0
526	Tortoise shell	,,	0	4	0
527	Toys	,,	Measurement		
528	Trunks and boxes, country, empty	Of 6 c. ft. and under, each	0	0	6
529	Do. do.	Of over 6 c. ft., each	0	1	0
530	Do. foreign	Each	0	2	0
531	Do. camphor-wood drawers	Each piece	0	4	0
532	Turmeric	Ton	1	4	0
533	Turpentine	Case of 10 gals.	0	1	0
534	Twine, country.	Ton	0	12	0
535	Twist and yarn.	Bale	0	2	0
536	Umbrellas	Case or package	Measurement		
537	Varnish	Case of 5 gals.	0	1	0
538	* Vegetables, fresh	Regd. ton. of vessel	0	4	0
539	* Do. do.	Cart-load	0	3	0
540	* Do. do.	Coolie load	0	0	6
541	Vermilion	Ton	0	12	0
542	Do.	Case	0	1	0
543	Vinegar, country	Hogshead	0	2	0
544	Do. do.	Pot or Carboy	0	0	6
545	Wines, liquors, &c.—*see* Spirits.				
546	Wire, of sorts, not enumerated.	Ton	0	12	0
547	Wire, when no weight is given.	Case	Measurement		
548	Wool, Berlin—*see* Haberdashery.				
549	Wool, raw, up to 1½ cwt., unpressed	Docra to 3 cwts.	0	2	0
			0	3	0
550	Wool, raw, over 1½ cwt. ...	Bale or bora above 3 cwts.	0	4	0
551	Wool, pressed... ...	Bale	0	1	0
552	Woollens—*see* Piece Goods.				
553	* Walnuts—*see* Akroots.				
554	Watches, gold and silver ...	Case	0	8	0
555	Do. other than above ...	,,	0	4	0
556	Whiting	Ton	0	8	0
557	* Yellow metal, sheets	,,	0	12	0
558	* Zinc sheeting.	,,	0	8	0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
	Charges for measurement.		
	On all Goods not enumerated, if in cases, bales, crates or casks, and on all goods specified to be charged for by measurement, the rates will be :—		
559	If under 3 cubic feet	Package	0 1 0
560	If of 3 and under 5 cubic feet ...	,,	0 2 0
561	If of 5 and under 10 cubic feet ..	,,	0 2 6
562	If of 10 and under 15 cubic feet.	,,	0 3 0
563	If of 15 and under 20 cubic feet.	,,	0 4 0
564	If of 20 and under 30 cubic feet.	,,	0 6 0
565	If of 30 and under 40 cubic feet.	,,	0 7 0
566	If of 40 and under 50 cubic feet.	,,	0 8 0
567	If of 50 and under 60 cubic feet.	,,	0 10 0
568	If of over 60 cubic feet... ...	,,	0 12 0
569	On all goods not enumerated, chargeable by weight, the rate will be :— ...	Ton	0 12 0
570	All description of packages of goods rated in this table of fees, excepting gold leaf, bullion, plate, gold and silver watches, ivory, jewellery, opium, perfumed oils, corals, pearls, precious stones, if measuring under 3 c. feet, will be charged	Package	0 1 0
571	Provisions and furniture for pic-nic and excursion parties, will be allowed to pass free.		
572	Four annas will be levied for each duplicate chuppa or receipt issued.		
573	Four registered candies are to be considered equal to one ton, and in grain, &c., 3 candies of 9 Indian maunds each.		

Tonnage Fees and Basin Rents.

1. Cargo boats and barges coming alongside the Port Trust wharves or into the Port Trust basins for discharging or receiving, will be charged :—

		Rs. a. p.
Cargo boats up to 20 tons each	per month	0 4 0
Do. over 20 tons and up to 30 tons each...	,,	0 8 0
Do. over 30 tons each	,,	1 0 0
Barges up to 60 tons each	,,	2 0 0
Do. over 60 tons each	,,	3 0 0
Ferry steamers each	,,	100 0 0
,, per registered ton	per day	0 1 0

2. Coasting vessels, excepting those specified in Section 4, arriving at or departing from any of the Port Trust wharves or basins, will be charged per registered ton Rs. 0-1-0.

3. Coasting vessels, with the exception of those shown in the following section, will be allowed to remain at the wharves or in the

basins for the purpose of discharging or loading 7 days free of rent; after that time they will be charged as under, in addition to the one anna per ton as per preceding section :—

		Rs. a. p.
If under 20 tons each	per day	0 8 0
If over 20 and up to 30 tons	,,	0 12 0
If over 30 and up to 40 tons	,,	1 8 0
If over 40 tons	,,	2 0 0

4. Vessels arriving at any of the Port Trust Bunders from the undermentioned ports, or from any ports lying within the line of Kennery Island and to the south of Kaylan, Bhiwndi, or leaving the Port Trust Bunders for the same ports, will be charged half the above rates shown in Sections 2 and 3, but will only be allowed 5 free days :—

Antora, Kaylan, Karanja, Nagotna, Urun, Rewas, Thullajah, Belapur, Chimbur, Mowel, Nowasewa, Pen, Thana, Thull, Bhiwndi, Dharamtar, Mandva, Oolva, Panvel, Trombay.

5. Cargo boats and barges lying alongside any Port Trust wharf, and not discharging freely within 48 hours, will be charged :—

		Rs. a. p.
Cargo boats and barges from 10 to 25 tons each	per day	0 4 0
Do. over 25 and up to 50 tons ...	,,	0 8 0
Do. over 50 tons	,,	1 0 0

6. Cargo boats, barges, and coasting vessels lying empty in the Port Trust basins or alongside the wharves will be charged :—

		Rs. a. p.
Barges, each	per day	0 8 0
Cargo boats	,,	0 4 0
Muchwas and jolly boats	,,	0 2 0
Hodies	,,	0 1 0

7. Boats engaged in landing and embarking passengers, to include the privilege of carrying cargo to and from the Bunders, will be charged :—

			Rs. a. p.
Steam launches	Each per month		3 0 0
Jolly boats, bunder boats, dingees and muchwas	,,	,,	1 0 0
Cargo boats	,,	,,	1 8 0
Bullows	,,	,,	1 8 0
Hodies	,,	,,	0 8 0
Ships', Customs, Water Police, and Government boats	,,	,,	free
Yachts, Dubashes', Stevedores,' Doctors', and Surveyors', boats	,,	,,	0 8 0

Hard Fees.

8. Vessels using the Hards south of Tank Bunder for oiling and repairing will be charged :—

	First day. Rs. a. p.	Each Succeeding day. Rs. a. p.
Bumboats and jolly boats	Each 0 6 0	0 2 0
Tonies	,, 0 3 0	0 1 6
Boats, from 10 to 15 tons ...	,, 0 8 0	0 3 0
Do. over 15 to 25 tons ...	,, 1 0 0	0 6 0
Do. over 25 to 100 tons ...	,, 2 0 0	1 0 0
Do. over 100 tons	,, 4 0 0	2 0 0

9. Vessels using the Hards north of the Mazagon Reclamation for oiling and repairing will be charged :—

		First day.			Each Succeeding day.		
		Rs.	a.	p.	Rs.	a.	p.
Tonies	Each	0	1	0	0	0	6
Bumboats and jolly boats	,,	0	2	0	0	1	0
Boats, from 5 to 15 tons	,,	0	3	0	0	1	6
Do. over 15 and up to 20 tons ...	,,	0	5	0	0	2	0
Do. over 20 and up to 30 tons ...	,,	0	8	0	0	3	0
Do. over 30 and up to 50 tons ...	,,	1	0	0	0	6	0
Do. over 50 and up to 100 tons ..	,,	2	0	0	1	0	0
Do. over 100 tons	,,	3	0	0	1	8	0

10. Harbour crafts and barges getting broken up on the Hards will be charged in addition to wharfage fees for materials removed per ton Rs. 0-2-0.

11. Coasting and country craft, buggalows, cottias, pattimars, and square-rigged vessels getting broken up on the Hards will be charged, in addition to wharfage fees, for materials removed per ton Rs. 0-4-0.

12. Vessels and timber lying on the Hards north of the Mazagon Reclamation will be charged :—

		Rs.	a.	p.
Pattimars and cottias, each	per mensem	2	0	0
Cargo boats and gulbuts	... ,,	1	0	0
Muchwas	... ,,	0	8	0
Hodies	... ,,	0	4	0
Timber, for first 12 months	... per ton	0	4	0
Do. on renewal	... ,,	0	8	0

13. Vessels lying on the Hards south of Tank Bunder will be charged double the rates in preceding section.

Cranage Fees.

14. These fees will be charged as follows :—

		Rs.	a.	p.
Horses, cows, and buffaloes	Each	0	8	0
Calves	,,	0	4	0
Bale and box goods and other merchandise up to 1½ tons, by hand crane ...	... per ton	0	4	0
Do. do. by steam crane	,,	0	6	0
Metals, machinery, &c., above 1½ tons to 3 tons, by hand crane	,,	0	6	0
Do. do. 67 steam crane	,,	0	8	0
Do. do. above 3 to 6 tons by hand crane ...	,,	0	8	0
Do. do. above 6 tons	,,	1	0	0

The above charges, when hand cranes are used, do not include labour.

15. At Tank Bunder logs of timber by derricks will be charged, per cart-load ... ... Rs. 0 1 0

Fees for Water.

16. Vessels coming to the Port Trust Bunders for water will be charged :—

		Rs.	a.	p.
Boats, small	each per trip	0	2	0
Cargo boats	,, ,,	0	4	0
Coasting vessels of 25 tons and under ...	,, ,,	0	8	0
Do. of over 25 and up to 40 tons ...	,, ,,	0	12	0
Do. of over 40 tons	,, ,,	1	0	0
Steam barges	,, ,,	0	8	0

Vessels that have paid the tonnage fees will be exempted from these charges.

Rents.

17. All goods marked with an asterisk * will be allowed to remain free of rent as under ; should they not be removed within the prescribed time, rent will be charged at the rates placed below :—

If on wharf front or roads, 48 hours ...	...Rs.	30	per 500 sq. ft.
If in sheds, 3 days	... ,,	20	,, ,,
If on Bunders 30 feet behind wharf, 5 days	... ,,	15	,, ,,

18. Goods not marked with an asterisk—

A. Goods subject to Imperial Duty and duty-free Piece-goods and Yarn will be allowed 7 days free of rent if stored in sheds or kept 30 feet behind the wharf front.

B. Free goods, for which importers have to prepare Import Gate Notes, will be allowed 5 free days if in sheds or 30 feet behind the wharf.

C. Free goods from free ports which can be passed on the Manifest will be allowed 3 days if in sheds or 30 feet behind wharf front.

D. Goods on the wharf front will only be allowed 48 hours free of charge.

After the free days allowed in A., B., and C. have expired, extra fees will be incurred for every 3 days or part of 3 days at the rate of the wharfage fee to which the goods may be liable ; and in the case of D. the extra fee will be incurred for every 48 hours or part thereof.

	Rs.	a.	p.
19. Scales for weighment of goods when placed on the wharf fronts in sheds or on roads will be charged on account of space occupied per scale per day ...	0	8	0
When placed on any other part of the Bunder, the charge will be per scale per day...	0	6	0

Arrangements may be made with the Traffic Manager to have space for scales at a monthly rental.

	Rs.	a.	p.
20. Goods, excepting wet dates and jaggery, when re-packed on the Bunders, will be charged, per package	0	0	6
Do. wet dates and jaggery, per package	0	0	3

21. In computing the number of days for charging rents and extra fees, Sundays and such holidays as may be notified in the *Government Gazette*, as well as any days on which Imperial Duty may not be received, will be omitted.

22. Warehouse shed and ground rents not fixed, will be charged at rates to be arranged with the Traffic Manager.

Transhipment.

23. Goods transhipped in any of the Port Trust Basins will be charged half wharfage fees, if due notice of the intention to tranship be previously given.

24. Goods landed for transhipment will, if previous notice be given of the intention to tranship, be charged half wharfage fees on the landing, and half wharfage fees on the re-shipment.

Note.—Rules 23 and 24 apply only to goods transhipped under Chapter XII. of Sea Customs Act without Import or Export documents.

Work at Nights and on Holidays.

24*a*. Work at nights, on Sundays, and on the General Public Holidays, New Year's Day, Good Friday, the Queen's Birthday, and Christmas Day will be permitted on the Port Trust Bunders with the Traffic Manager's consent on payment of the following charges :—

For	Sunday work, sunrise to sunset	Rs.	10
,,	Half-day from sunrise to noon, or from noon to sunset	,,	5
,,	Public Holidays (whole or part day)	,,	10
,,	Night work, sunset to mid-night	,,	5
,,	,, from sunset to sunrise, or for any work between mid-night and sunrise	,,	10

Shut-out Goods.

25. Goods shipped from the Port Trust Bunders, but which may be re-landed in consequence of being shut out from vessels, will be charged half wharfage fees on the re-landing, and half wharfage fees on the re-shipment.

Re-packed Goods.

26. Goods shipped from the Trustees' Bunders, if subsequently re-landed for re-packing or re-pressing, will be charged half wharfage fees on the re-landing, and half wharfage fees for the re-shipment.

Vessels put back from stress of Weather.

27. Vessels that may put back through stress of weather or in distress, will, should wharfage fees on the cargoes have been paid before the vessels put to sea, be permitted to re-land and re-ship goods, if necessary, on the same terms as goods for transhipment.

Outlying Bunders.

28. Goods landed and shipped at the Chaupati, Mahim, and Warli Bunders, and at the Bunders north of the Frere Land Reclamation, will be charged half the rates laid down in this table for wharfage rents, &c.

By order of the Trustees,

JOHN RYAN,

Traffic Manager.

GENERAL MEETINGS IN 1880-81.

A SPECIAL GENERAL MEETING of the members of the Chamber of Commerce was held on Monday the 24th January, 1881, for the purpose of confirming the Customs Tariff valuations as revised by the Special Committee of the Chamber.

Present:

The Hon'ble J. N. GRAHAM, *Chairman, in the Chair.*

Mr. J. E. Bodger,
„ J. K. Bythell,
„ J. Y. Lang,
„ Ed. Comber,
„ Ed. Miller,
„ R. Roberts,
„ Maclaren,
„ C. Poole,
„ H. Curjel,
„ J. Fachiri,
„ F. C. Macrae,
Mr. W. Maitland,
„ C. Kapp,
„ C. T. Meili,
„ J. Steiner,
„ G. A. Kittredge,
„ F. Mathew,
„ T. Forrest,
„ R. Murray,
„ F. Vouillon,
„ F. D. Parker,
„ Ahmedbhoy Hubibbhoy, and
Mr. J. GORDON, *Secretary.*

The Notice convening the Meeting having been read by the Secretary,

The Chairman then put to the ballot the election of Messrs. M. S. Gubbay and Company as members of the Chamber, which had been proposed by Mr. Maitland, and seconded by himself. Messrs. Gubbay and Company having been duly elected,

The Chairman, in opening the proceedings, said that he had briefly alluded to an episode that had occurred in the interval since this Meeting was called. They had all, no doubt, been made acquainted by the newspapers with the steps which the Committee deemed it advisable to take in protesting against the sudden and arbitrary measure adopted by the G. I. P. Railway in raising their rates for the grain traffic on this side of Jubbulpore. Had a longer time been at their disposal, they might have tried to bring the question more formally before the Meeting, and hereafter it might be necessary, should their remonstrances fail in having the desired effect to ask

their special consideration to what further steps should be taken in the matter, and also to give a short account of the interview granted to them, as well as to native merchants, by His Excellency the Governor when deputations waited upon him.

Mr. Comber, in proposing the adoption of the tariff rates, said he did not think it necessary to go deeply into the matter, because they would find the tariff vary very little from the former valuations. The only articles the Committee proposed to advance in value were ivory and ivory manufactures. Since the Committee had put forward its report, it was brought to his notice that there was some little discrepancy in the question of spirits. As Mr. Bodger, however, had consented to explain the matter, it would be better to let him do so. With this exception there was nothing that called for special report, and that the Customs Tariff valuations and the suggestions therein proposed by the Special Committee be adopted by the Chamber.

Mr. Meili, in seconding the adoption of the tariff rates, said he understood that any recommendation by the Chamber regarding the reduction to the tariff on spirits was useless.

After Mr. Bodger having explained his suggestion to the Meeting,

The Chairman said that if Mr. Bodger liked to put anything to the Meeting they might vote on it; or Mr. Bodger might address a letter to the Special Committee, which would be forwarded in the usual way. Mr. Bodger elected to send a letter to the Committee.

The proposition for the adoption of the tariff rates was then carried unanimously; and there being no other business before the Meeting the proceedings terminated with a vote of thanks to the Chairman.

A SPECIAL GENERAL MEETING of the members of the Chamber of Commerce was held on Friday the 22nd July, 1881, to transact the following business:—

1. To consider the reply proposed to be sent to the Government of India to their letter on the subject of the increase made by the G. I. P. Railway Company in their rates for the carriage of grain.
2. To receive the Report of the Special Committee on certain shipping questions.

3. To receive the Report of the Committee on the question of the proposed legislation in respect of Trade-marks.
4. Election of new Members.

Present :

The Hon'ble J. N. GRAHAM, *Chairman, in the Chair.*

Mr. B. Nicholson,	Mr. Ed. Comber,
,, J. G. Russell,	,, C. Poole,
,, L. A. Blascheck,	,, D. Mavroyeni,
,, J. E. Bodger,	,, J. G. Smith,
,, J. Wilson,	,, C. T. Meili,
,, J. Thorburn,	,, M. R. Wyer,
,, Sorabjee Framjee Patell,	,, J. Janni,
,, R. S. Campbell,	,, F. Mathew,
,, J. Y. Lang,	,, T. Forrest,
,, W. M. Macaulay,	,, H. W. Jones,
,, C. S. Lyon,	,, G. E. Noble,
,, Wylie,	,, F. D. Parker,
,, R. Roberts,	,, F. Bozzoni, and

Mr. J. GORDON, *Secretary.*

The Notice convening the Meeting having been read by the Secretary,

The following firms were elected members of the Chamber :—

Messrs. D. Macfayden & Co.,

Proposed by Messrs. W. and A. Graham & Co., and seconded by Messrs. Ralli Brothers ;

Mr. John Marshall,

Proposed by Messrs. Lyon & Co., and seconded by Mr. Jones, Agent, Chartered Mercantile Bank, having been duly elected,

The Chairman said—Rather a longer period has been allowed to elapse since our last General Meeting than is perhaps strictly in accordance with our rules, but there were several questions only now ripe for discussion, which we were anxious to lay before you, and hence the delay. A Special Committee on shipping questions was appointed last January, and only concluded its labours a few days ago. Their report is now before you, and will no doubt be fully discussed hereafter. I need only say that the Committee were called upon to devote an unusual amount of their time to the questions brought before them, and that these were examined in a very thorough and exhaustive manner. If the results are not in some respects so definite as might be desired, the deficiences are, I think, due to the difficulties of the questions, and not to any want of care in investigating them on the

part of the Committee. A Special Committee was also appointed to examine into the provisions of the Merchant Shipping Bill of this year. On the whole the provisions of the Bill were found to be unobjectionable, but the Committee pointed out that if an Act could be passed to consolidate the numerous existing enactments, a great service would be done to the public. I think the Chamber will quite approve of this recommendation. The proposed legislation in respect of Indian trade-marks has again come before us. As you may remember on the last occasion when the question was submitted to you, we adopted the report of a Special Committee, which recommended that it would be a simpler arrangement, if instead of passing a special Act for India, Indian trade-marks were to be registered under the English Act, and the latter be applied to India. The Special Committee of the Supreme Council, who had this subject under consideration, approved of this suggestion, but again applied for our opinion on certain minor points. While considering these, it appeared to us that before finally committing ourselves to legislation, it would be well to consult our solicitors as to the alternative merits of the two proposals ; and even after receiving their opinion, which I may mention rather leaned towards recommending a special Act for India, we decided to formulate in a series of questions certain points in respect of which we had discovered the greatest reason for doubts, and to submit them for counsel's opinion. We have now good cause to congratulate ourselves on having taken this course, for it seems from the very clear and able opinion which has been given us that it would be a mistake to adopt either of the alternatives that have hitherto been discussed. But for the decisive nature of the opinion we have received, it would have been with the very greatest reluctance that we would have proposed to the Chamber the abandonment of a measure which in the first place our predecessors had taken some trouble to urge on Government ; but, just as in the case of the Registration of Partnerships Act, so in this closer investigation of the subject has brought to light difficulties and objections which at first sight could not easily have been foreseen. It now seems to us, that even at the risk of being charged with inconsistency, we are better to let alone what does not seem to demand a change. Of course, so it is for you to say whether you approve of this action, and in order to put the facts clearly before you, all the papers have been printed in a form which will enable you to trace the question from its origin until the present time. An Act for the Registration of Partnerships having been mentioned, it may interest you to hear that the Bengal Chamber of Commerce approved so highly of the Bill

which was drawn up by our solicitors, and rejected by you last year, that they proposed to lay it before Government. In replying we had to inform them how the opinion of this Chamber had been so unmistakeably expressed, that if they did so we should be forced into the rather anomalous position of protesting against the very Act which had been prepared under our own auspices. The growth of our import and export trade in the last two years has been on so large a scale, and the number and magnitude of the transactions entailed thereby so important as to suggest to us the idea of laying before you a proposal for an Exchange Building. So far as it goes perhaps it can scarcely be called a proposal, but if the idea commends itself to you, I have no doubt it could very easily be put into a definite shape. I think we must often feel that a little more personal intercommunication than can at present exist in our business relations would be very desirable. Brokers can put through the details of business often better than we could ourselves, and experience elsewhere does not lead me to think that we should be able to do without their assistance; but I believe we should often understand each other better, avoid paper warfare, and perhaps be able to initiate business by a little personal intercourse in a way that is at present impossible. The Chamber of Commerce, the Millowners' Association, and probably the Port Trust would all become willing tenants of offices in such a building, and provided Government were to grant a convenient site on the Esplanade I believe that even financially the scheme could be a success. I may remind you that the Factories Act is now in operation. It is, I think, fortunate that as far as Bombay is concerned its working is in careful and cautious hands, otherwise had its provisions been strictly enforced, I fear its promoters might have been disappointed. A prosperous industry requires no Acts. If Government protects our limbs and lives, capital and labour can come to terms. So far as the Act seeks only to protect the very young, we can in principle entirely agree with it; but when I heard some years ago a leading English philanthropist, who had never been in India, express himself in a private conversation as follows—"Talk of Bulgarian atrocities, I believe there are greater atrocities at this present moment being perpetrated in the mills of Bombay"—I could not help feeling that by such exaggerations public opinion might be seriously misled. Far be it from me to depreciate by one word the efforts of those good and benevolent men who first promoted this Act, but we should not allow a sentiment in which every one of us must sympathise to lead us away. I think the Government are acting most judiciously in the

matter, and the results of the mode in which they are putting the Act in force cannot be otherwise than satisfactory. It may be a source of very great pleasure to all who are interested in the prosperity of Bombay to have watched the continued progress during the past half year of the local mill industry, and I feel confident that I shall be in harmony with the views of this Chamber in congratulating the millowners on the well deserved success achieved by their enterprise and good management. Not long ago, at Manchester, one who was recently a prominent member of our society, expressed disappointment at what may be called the foreign conquests of our Bombay manufacturers, but I do not think any of us will share such views. The world is wide, and there is room for all. If the mill industry here has deprived the Lancashire manufactures and our importing merchants of part of their trade, the general prosperity to which it must largely have contributed has opened new fields for our energies, and I trust that hand in hand our local manufacturers and our foreign importers may go on with mutual confidence, each adding to the wealth and prosperity of the community by and for which they both exist. It is a pity that there has been, as I think, misunderstanding and unreasonable jealously about the retention of the duties on imported goods. Merchants and home manufacturers, if they express free trade views on this subject, are forthwith taxed with self-interested motives. Doubtless, self-interest has much to do with this contention, just as it has to do in the case of every other reform which is urged by any section of the community, but it is not of the direct kind which is supposed. I fancy there are still some people who imagine that the duties which in respect of grey goods are now comparatively trifling, would, if abandoned, go straight into the pockets of merchants and manufacturers. If any one deludes himself with this idea, he will be disappointed. Let the duties on grey goods and yarns be removed to-morrow, and I have no hesitation in saying that, except in so far as a stimulus may be given to the volume of our import trade, the difference represented by the present duties will be a direct gain to the people of this country. The waste of time, labour, and material which daily characterises the process required for obtaining exemption from these duties, is scarcely I think realised. It is almost comical to think that in the utilitarian days, a Government department should yearly [illegible] solely exercised in damaging many thousands of pieces of grey cloths. If the revenue positively cannot admit of the abandonment of these duties, nothing more need be said ; but in respect of the particular articles I have mentioned, and a few others, the gain

to the State is out of all proportions small as compared with the trouble and expense of collection. While on this subject, I may mention that it has recently come to the knowledge of importers, more especially in Calcutta, that the true lengths of certain grey goods is very often less than the length stamped on them. Long ago, in the good old times, a Manchester yard measured 37 inches, and as shirtings were sold in lengths of 37½ yards, the true length was over 38½ yards and often 39 yards ; but in these latter days, a Manchester yard has dwindled down in many cases to 36½ inches, so that 37½ yards is no longer the true length. Whether on the plea of custom such a stamping could be defended or not I am unable to say, but I think there can be no difference of opinion among us, that it would be desirable to get rid of such anomaly. It is not right that manufacturers who give good lengths should be handicapped in the quotations by such a difference as I have mentioned. The volume of an import trade is now so enormous, that I think we cannot too jealously watch any innovation, or anomaly which may seem to be a departure from fair trading. Last year the imports of plain cotton cloths into Bombay and Calcutta amounted to nearly 1,300 millions of yards, being an increase of about 35 per cent. over the two previous years. Nor does it seem as though this year would show any backward tendency as compared with its predecessor. Doubtless the main springs of this development of trade are two successive monsoons of good rainfall. The staple foods of the people—bajri and jowari—were quoted two years ago in Bombay at Rs. 35 and Rs. 30, now they are obtainable at Rs. 18 and Rs. 14, respectively, and prices would have been still lower but for the enhanced transport rates on the G. I. P. Railway. Besides the cheapness of locally consumed food grains, another gratifying feature in the position of the country is the enormous increase in the production of wheat. If in ordinary years there is a large export of cereals, it is obvious that in extraordinary years of drought, even a reduced production of such grains will form a reserve against famine. Last January the Directors of the G. I. P. Railway suddenly announced that a new tariff materially increasing their rates for grain traffic would at once come into force. Without at first entering very minutely into details, we promptly protested against such an arbitrary use of their legal rights by the Directors, and having obtained an audience with his Excellency the Governor, and enlisted his sympathy, we were able to convince the Directors that the changes they had so unexpectedly announced to the public ought to be postponed for three months. Our next step was to go very carefully into the whole matter, and a full

and able review of the position and prospects of the grain trade was drawn up by our Secretary, Mr. Gordon, and forwarded by us to the Board of Directors in London. This letter appeared in the local newspapers, and you must have had an opportunity of judging how far our protest was justified by facts. The Board of Directors have not honoured us by replying to that communication, but have merely intimated through their representative here that they declined to reconsider their decision. On receiving this intimation we deemed the matter to be of sufficient importance for an appeal to the Supreme Government, and we also sought the support of His Excellency the Governor in our remonstrances against what appeared to us to be a proceeding on the part of the Directors unwarranted by the position and prospects of the traffic. Neither the Viceroy nor the Governor have been able to help us, the Directors not having exceeded their legal powers. Even after this failure it seemed to us that we ought not to allow our protest against the establishment of such a precedent to sink into oblivion, and we have, therefore, drawn up the letter which we now lay before you, and for which we ask your support. The Directors of the G. I. P. Railway by this move have increased their present revenue. Doubtless they congratulate themselves on such an easy victory. Their sagacity has secured to them a precedent which they probably expect will be useful hereafter. But how about our position in the future? I do not speak merely of the grain traffic, but of all traffic. A precedent for arbitrarily increasing transit charges on trade and traffic generally has been introduced. The consequences may fall on us at any time. Where the Governor and Viceroy, willing as they may be to assist us, are helpless we must apparently submit. In the past we have frequently urged the extension of their systems by the guaranteed lines. We have urged that they should have the working of the State lines, but can we do so hereafter without a more distinct understanding as to our liabilities? Private enterprise is a good thing, but under such circumstances would it not be preferable to be in the hands of the officers of Government, who in such matters are, as a rule, amenable to the pressure of public opinion than to a board of directors who decline to reply to our remonstrances, and who, so far as their Charter protects them, seem to have adopted the motto that "Might is right." Many arguments can be advanced for a Government monopoly in railways. The present system is neither one thing nor another, and gives no more rapid extension than would probably take place under Government management. In some respects it may be more economical, but if the G. I. P. and E. I. Railways were worked

together, considerable economies could no doubt be effected. It must have been very gratifying to all who are interested in the development of the resources of this Presidency to learn that the opening up of the South Mahratta Country by a system of railways has been seriously taken in hand by Government. Opinions differ as to the best and most practicable route. It is to be hoped that the surveys shortly to be carried out may show that the difficulties in constructing a line from Poona or thereabouts to pass directly southward by the old route of communication are less formidable than has hitherto been supposed. The Peshwa's old road from Poona to the valley of the Krishna River and so, on by Meeraj or Kolhapur, thence through the populous districts to the South in the directions of Belgaum, Dharwar and Gadag seem in a general way to afford the route, which from a commercial point of view would be most advantageous for the country. In several of the official minutes submitted to Government the route near the Ghauts is deprecated on account of the competition to which a line in that direction would be subjected from the coasting traffic. I scarcely think any weight need be attached to this consideration. Even should there be such competition, which I am not prepared to admit, it does not follow that it would be an evil. It is a curious fact, and one not difficult of demonstration, that those lines which have had to enter into keen competition with water-borne traffic have, as a rule, been worked on a basis of charges, and with a success unknown by lines with a similar traffic, who have had the field to themselves. Again it is objected that by following the route I have in a general way indicated the line will not pass through the districts most liable to famine ; but surely it is a wiser policy to construct such a line within reach of the country liable to be so desolated than through that country itself. It is surely better that in exceptional times the inhabitants of such a district should have the means of their salvation within a reasonable distance than those adjacent districts of greater fertility and more numerously populated should be inconvenienced every day in their communications with each other and the outside world. The Secretary of State has ruled that the metre gauge is to be adopted for railways in the Southern Mahratta Country. Why the Secretary of State should with the very insufficient data available have so ruled, I am at a loss to conceive. It is true that there will only be one break of gauge, and that the objection in respect of a double break of gauge, which we urged against the Rajputana line, cannot be urged against this proposal. With that monument of mistaken economy before us, I feel confident that all those who have

taken any interest in the question will be of one mind in earnestly hoping that our Government may represent to the Secretary of State the wasteful expenditure and public inconvenience which will be the inevitable result of such a policy. Of the other schemes proposed for the Southern Mahratta Country one is the completion of the works and the laying of a metre gauge line from Hudgie near Sholapore to Beejapore and thence to Gadag, and another the construction on the standard gauge of a line from Barsee, via Barsee Road, to Punderpoor. As to the first I believe the completion of the works as a road would in the meantime be quite sufficient. This is what we recommended to his Excellency the Viceroy, when addressing him on this subject last year, and we have seen no reason to alter our minds since. The Barsee-Punderpoor scheme is one which seems to me to be singularly suitable for a private company, and might be so taken up with every prospect of its proving a successful venture. It may have appeared to some of you that we have been strangely indifferent to the apparent preference given by Government to the Portuguese port of Marmagao over the British port of Karwar as the terminus for the Dharwar-Hooblee scheme. But if the Portuguese Government are willing themselves, or can get others to undertake heavy responsibilities, and if as has been agreed a secure and commodious harbour is to be constructed at Marmagao, if the tariff of railway charges is to be subject to the approval of the Government of India, and if the shipping and port charges are not to exceed those in force under the Bombay Port Trust Act—moreover, if the extension of the line from Marmagao to Karwar can be at any time carried out, I really do not see why we should quarrel with a scheme which will have the result of bringing to Bombay the produce of the districts benefitted more rapidly and more economically than at present. Had Karwar been the terminus, a new centre for expenditure would have been established, and before many years were over, we should probably have found that the cost of the railway was the least formidable item of our liabilities. The general principles which have heretofore guided this Chamber seem to me to be sound. That good roads wherever they are required and are practicable, connecting the Deccan with the various ports suitable for coasting traffic, are quite sufficient and far more suitable for the country—and that a main arterial line of railway, such as I have already indicated, running north and south through the districts beyond the Ghauts can alone give thorough and constant means of communication throughout the whole South Mahratha Country. I have already casually mentioned the metre gauge, and even at the risk

of wearying you by referring to such a hackneyed subject as that gauge on the Rajpootana line has been, I feel that it is almost a duty to allow the question no rest until steps are taken to substitute the standard for the metre gauge. It is melancholy to think of the extra expenditure that will thus have been needlessly imposed on the country, but sooner or later the change must be made, and there is no reason why the whole country from Ahmedabad to Umritsur should suffer the present inconvenience a day longer than is necessary. Even as it is, and with greater powers of transport, Bombay must command the entire trade of Rajpootana, of Delhi, and of Agra, but beyond Delhi we cannot go, or rather the produce grown there cannot come to us. But for these breaks of gauge the ultra Delhi trade must with mutual benefit to all concerned have flowed through Bombay. If the metre gauge were something very much more economical than it is, if it were used to replace or supplement the defective road communications of the country, if strong cheap rails and tough, strong rolling-stock on the narrowest possible gauge could be constructed to carry fairly heavy traffic economically at a speed of about eight or ten miles an hour or even less, much might be said in its favour. But nothing of the kind can be said for this metre gauge. Its economies when in connection with a standard gauge are theoretical in practice are found to vanish away. The announcement that Government are prepared to allow private company to participate in the railway development of the country must have given general satisfaction, but I fear without some small guarantee and the co-operation of the present guaranteed companies, there is not much chance of its leading to the construction of many lines on this side of India. The gates of Bombay are at Bassein, at the Thull Ghaut, and at the Bhore Ghaut, and the keys are in the hands of the existing companies. Would they co-operate or would they obstruct a new company seeking for a right of way over their system? I fear it would be human nature and railway nature too, if they were to regard such a free lance as an interloper poaching on the preserves which they themselve had hoped to enjoy in safety under a Government guarantee. However, the principle conceded by Government is a valuable one, and I have no doubt that enterprise will be forthcoming to make whatever use can be made of the concession. This and other indications of the views which characterise the present Government seem to auger well for railway extension throughout the country, and I think we may confidently hope that a broader and more liberal policy has replaced that by which only a miserable pittance of new railway communication was to have been

doled out from year to year. India is peculiarly an agricultural country, and its productions largely consist of bulky articles, which either owing to the competition of other countries or to the cheapness of the articles themselves, cannot stand heavy transit charges. Many districts which could largely contribute to our exports must at present lie fallow ; all that is wanted to give them life is the vitality imparted by cheapened communications, which railways only can give. You will probably have noticed that since the 1st of July Government have adopted a new principle in assessing the charge on inland telegrams exceeding six words. More than a year ago when we first raised the question, and met with the co-operation which has always been readily accorded by His Excellency the Governor to all schemes for the public benefit, we advocated that the unit message. should be four words, for which the charge should be 8 annas, each word in excess being charged one anna extra. I believe had the Government of India adopted this bolder proposal rather than the tentative—and I am afraid ineffectual—measure on which they have decided, there would have been no cause for regret even had the reduction we suggested resulted for a time in a loss of revenue, the gains to the country generally would, I feel confident, have given ample compensation. Both in the railway and telegraph development of this country our prosperity is singularly wanting in stimulants. Luckily for excitable enthusiasts a mania in railway or in telegraphs in this country is an impossibility. Perhaps it is well that it should be so, but where such manias have occurred, it is noticeable that to the country concerned the ultimate results are almost invariably such as could probably have been achieved by no less drastic agency. I doubt if we should so soon have seen the vigorous prosperity which now surrounds us, had it not been for the so-called mania that culminated in 1866, and the mill speculation of later times. Let it not be supposed that I would welcome a time of excitement such as the word " mania " describes, my only object is to point the moral that for the two departments I have specially alluded to the appropriate motto for this country is " to be with caution bold," and for my part I would rather see the Government rather overbold than too cautious.

THE TRADE-MARKS REGISTRATION BILL.

The Chairman then proposed, and Mr. Comber seconded, " That the Report of the Committee on the subject of legislation for Indian trade-marks be adopted."

Mr. Comber, in seconding the proposition, said that by the law as it

at present stood the proprietor of a trade-mark was amply and fully protected, the original owner of a trade-mark having only to prove that he was the first to make use of it, and, therefore, could not be interfered with. At the time the Committee first proposed the legislation, they had not before them any counsel's opinion, but since then they had obtained Mr. Inverarity's opinion, which was most clear and concise on the subject. The speaker did not think that in the face of such an opinion the Chamber could ask for any further legislation.

The proposition was carried unanimously.

The Chairman then proposed that the reply to the Government of India to their letter on the subject of the increase made by the G. I. P. Railway Company in their rates of carriage of grain be adopted. [This correspondence will be found in Appendix B.] In support of the proposition he said that the letter was intended as a protest against what had been done by the Railway Company. The Government had fully sympathised with the Chamber, but they could not interfere with the legal rights of the Company. The gist of the letter lay in the concluding three paragraphs, in which the Chamber appealed to Government against the arbitrary use of the legal powers vested in the Board of Directors.

Mr. Mathew remarked that the Government of India or the Government of Bombay were quite powerless in the matter, and that the G. I. P. Railway could not be compelled to reduce their rates. The Railway Company were under an Act of the British Parliament, and they were not to be disturbed by any action of the local Government. The remedies lay much in the hands of the people themselves, by promoting competition and urging upon Government the possibility of giving to this country the means of communication which it required.

Mr. Poole observed that though he quite concurred with what Mr. Mathew had said, they only felt it their duty as a Chamber of Commerce to raise their voice in protest against what they must all have felt to be an arbitrary action. If the G. I. P. Railway Company were a private company, nothing could then perhaps be said about this matter; but considering its connection with Government, considering that it was a railway guaranteed by the State, it seemed to the Chamber a proper thing to appeal to Government against the increase of grain rates, although they knew that Government had no power to compel it to reduce those rates. If the Chamber had not raised its voice, he thought the mercantile community, both European and Native, would have thought them wanting in their duty.

Mr. Sorabjee Framjee Patell, in seconding the proposition, said that it was rather strange that the G. I. P. R. Company did not look to their interest and did not view the question in that light in which they ought to have done, and it was still more singular that the Government of India unwarily put a veto upon not only the production of grain but upon the consumers.

Mr. J. Y. Lang said that there was no new ground or argument brought forward in the letter, and it appeared to him that at the present moment, in spite of the heavy increase in the rates, produce was being poured into Bombay. It did not appear to him an opportune moment to close the correspondence. Considering their wheat and seed trade had been fostered for the last eight months by certain special causes, one of which was the failure of the harvest in Russia, he would rather delay the sending in of the letter until the Chamber were in a position to submit conclusive figures indicating in what respects the trade suffered from enhanced rates. For the present they could not offer a single figure, and he would under the circumstance suggest, but did not wish to propose an amendment, that the reply be held over for about three or six months until they were informed of the result of the harvest at home and also in Europe. If in the face of a favourable harvest at home the wheat trade was carried on, and if they found that the railway rates had been strangling the trade, then would be the time to go forward with facts and figures and carry their point. In the present case they were going over the old ground. There was not much harm in sending the letter, but he believed that no good would come out of it.

The Chairman having briefly replied, the resolution regarding the adoption of the reply to the Government of India was carried.

HOLIDAYS, DETENTION OF CARGO BOATS, ETC.

The following report of the Special Committee was submitted:—

Holidays under Charter-Parties.—The Committee recommend that the holidays under charter-parties should be as follows:—New Year's Day, one day; Holi, two days; Easter, two days; Queen's Birthday, one day; Cocoanut Day, one day; Janma Ashtami, one day; Pateti, one day; Dussera, one day; Dewali, two days; Christmas, two days; Mohurrum, two days; and that the particular day or days, on occasions when there are more holidays than one, be fixed by the General Committee when they issue the Annual Report of the Chamber each year. From this resolution Mr. Parker has dissented, and desired that his

dissent should be recorded. He considers that the interests of the trade of the port require that ships should be able to rely upon receiving quick despatch, and is of opinion that the only days which ought to be allowed as holidays are those on which the Custom House is entirely closed for business, viz., Christmas Day, New Year's Day, Good Friday, and the Queen's Birthday.

Detention of Cargo Boats alongside Vessels.—The Committee, while recognizing the grievance which exists, are unable to recommend a remedy that would be mutually satisfactory to those interested.

Shut-out Cargo.—The Committee recommend that in cases when shipping orders have been issued without any special stipulation in respect of shut-out cargo, the shipper, provided he has fulfilled the terms of his shipping order, should have the right to demand a fresh shipping order in the first going vessel from the agent of the vessel that has failed to take in his cargo. If the latter declines or omits to grant this, they recommend that he should himself have the power to engage the necessary tonnage, and to claim on the said agent for any difference in freight or other expense to which he may have been put.

Ante-dating Bills of Lading.—The Committee having considered the question of ante-dating bills of lading, either on dock receipts or for goods alongside, are of opinion that such a proceeding is open to most serious objections and might involve grave responsibilities.

Revision of the Tonnage Scale.—The Committee recommend (1) that this subject be laid before the next General Meeting, so that any member desiring the remeasurement of any particular article of export may have an opportunity of bringing forward his proposal by resolution ; they also recommend (2) that a general rule should be passed authorizing the General Committee to add new articles to the tonnage scale after testing them, notice being given to members by circular, and to the public by advertisment, of the time and place of such testing, and that such additions, before being formally entered in the tonnage scale, should be sanctioned at a General Meeting of the Chamber.

Mr. C. T. Moili said that the letter had been drawn up by the Committee to be placed before the General Meeting for adoption. As soon as the Chamber was in a position to show to Government that the export was really falling off, it would then be a new ground and the Committee would move in the matter again. He proposed that the Report of the Special Committee on certain shipping questions be adopted. It would be observed from the report that sundry questions

were brought before and discussed by the Special Committee. The first question was with regard to holidays under charter-parties. During the last few years there had been frequent disputes between the steamer agents and captains regarding holidays under charter-parties. It was the practice that on any day when the Custom House was altogether or only partially closed, it was recognised as a holiday, and under the charter-party they did not count it as a holiday. The question was whether it was fair to both parties or not? But certainly the steamer agents considered it a great hardship, and it was in the interest of the shipping that the question was brought forward and discussed by the Committee to be placed before the General Meeting. Under the present scale the holidays had been reduced to sixteen during the whole year, notwithstanding that the Custom House was wholly or partially closed for twenty-two days. The second question, namely, the detention of cargo boats alongside vessels, was the most troublesome one, and the Committee were unable to recommend a remedy that would be mutually satisfactory to those interested. The shippers were required to detain their cargo boats alongside the steamers in the harbour for a length of time, for seven, eight or even ten days. The speaker then touched upon the different subjects mentioned in the Committee's Report. Referring to the revision of the tonnage scale, he said that the present scale was made out about ten years ago at a time when the chief article of export was cotton, but now things had suddenly changed. The import of wheat in Bombay was as large as that of cotton, and he had no hesitation in saying that from the present time down to the 31st December next the import of wheat in Bombay would increase to a hundred thousand tons. Under these circumstances the tonnage scale for wheat and seeds should be made more favourable. If they asked the G. I. P. Railway Company to bring down wheat and grain at as cheap a rate as possible, it was only fair on the part of steamers to allow them to carry these articles at the cheapest possible freight. Mr. Meili asked the Chamber in conclusion to confirm any such remeasurements which were found to differ from their present scale.

Mr. D. Mavroyeni seconded the proposition.

Mr. Parker said that he dissented from the proposal in Committee, and he thought it right to report his objection at the Meeting, as he considered the proposed arrangement productive of very great inconvenience. The recognised holidays would interfere very greatly with the shipping business, particularly the loading of ships under the

charter-party. If these holidays really prevented shipping business the Chamber would be right in passing such a resolution, but they all knew that a large amount of business was transacted in the Custom House on holidays. It would be quite fair to stop the work provided the Custom House was closed for the whole day. It appeared to him that the merchants of London and Liverpool might as well resolve that they should stop work on Valentine or April Fool's day or Guy Fawkes' day. (Laughter.) He spoke from experience that the natives of Bombay did not observe the holidays so generally as they used to do before, so as to interfere with their business. Business men could ill afford to knock off some sixteen or seventeen working days of the year. He thought that in the interest of trade the ships should be guaranteed quick despatch without any unnecessary delay being caused by some Hindoo or Mussulman holiday. He did not desire to propose an amendment, but he considered that the resolution was rather too liberal.

Mr. Roberts suggested that Good Friday and Easter holidays ought to be included in the list of holidays: they might be claimed, although they were not included in the list. He desired to add the following to the resolution: "Provided that if the vessel works upon any of these holidays such day to count as a working day."

A member supported the amendment, but on being put to the vote it was lost. The original proposition was then carried by a large majority.

Mr. Meili then proposed in a series of resolutions the adoption of the Committee's Report as regards the detention of cargo boats, shut-out cargo, ante-dating bills of lading, and revision of the tonnage scale, which was carried.

Mr. Meili proposed that the basis for the tonnage scale for steamers shall be 40 cubic feet and for ships 50 cubic feet.

Mr. Mavroyeni seconded the proposition.

Mr. Parker moved as an amendment that in any revision of the tonnage scale, which may be decided on by the Chamber, or any addition thereto, the present basis for ship and steamer tonnage shall be adhered to.

The amendment being seconded was carried by a majority.

Mr. Sorabjee Framjee in proposing a vote of thanks to the chairman said that it was probably the last occasion on which he would preside, and their best acknowledgments were therefore due to him.

The Chairman, in reply, said this was a part of the proceedings

which had taken him by surprise. In thanking the members of the Chamber for the honour they had twice conferred on him by his election to the Chairmanship, he also took the opportunity of thanking his co-adjutors for the pleasure he had received from the cordiality and harmony which had always characterised their weekly meetings.

The proceedings then terminated.

THE Annual General Meeting of the members of the Chamber of Commerce was held on Tuesday the 20th December, 1881, for the transaction of the following business :—

1. To receive the Report of the retiring Committee.
2. To confirm additions of articles to the Tonnage Scale on the measurements of the Committee.
3. To consider Mr. Meili's propositions regarding Sundays working in the Harbour, and to prevent any Steam Navigation Companies from using any form of Bill of Lading either contrary to the Eastern Trade Bill of Lading or containing clauses not in accordance with the Carriers Act.
4. To confirm the nomination made in accordance with Section 12 of Rule VII. of the members of the Committee for 1882.

Present :

Mr. ED. COMBER, *Chairman, in the Chair.*
Mr. C. T. MEILI, *Deputy Chairman.*

Mr. James Dickson,	Mr. H. Curjel,
„ J. G. Russell,	„ D. Mavroyeni,
„ A. Blascheck,	„ D. Got,
„ J. Wilson,	„ J. G. Smith,
„ R. S. Campbell,	„ C. Kapp,
„ G. Cotton,	„ J. Steiner,
„ L. R. W. Forrest,	„ M. R. Wyer,
„ G. Moir,	„ J. Janni,
„ C. S. Lyon,	„ T. Forrest,
„ W. M. Macaulay,	„ H. W. Jones,
„ Ed. Miller,	„ F. Bozzoni,
„ J. L. Mackay,	„ D. Macfadyen,
„ R. Roberts,	„ John Marshall,
„ C. Poole,	and

Mr. D. WATSON, *Secretary.*

The Notice convening the Meeting was read by the Secretary.

On the motion of the Deputy Chairman, seconded by Mr. R. S. Campbell, Messrs. Glade & Co. were admitted members of the Chamber, after ballot.

The Chairman said—The time has again come round for you to

receive from your Committee an account of their proceedings since the last General Meeting, and on this occasion you will be asked to confirm the report, which has been printed and circulated. That report embraces the work of the past year, and while it shows that the number of subjects of special interest are fewer than in past years, yet the general work your Committee have had to get through has been none the less. At the last General Meeting you may remember you approved a letter to the Supreme Government, conveying a final protest against the action of the G. I. P. Railway in raising their grain rates. To that letter the only reply was a simple acknowledgment, which, perhaps, was as much as could be expected after the Government had signified their intention not to interfere so long as the railway company confined its rates within the maxima sanctioned ; but as the regulation of those maxima is vested with the local Government, and there is still room for further considerable advances, if the G. I. P. Railway in the exercise of their own will and pleasure choose to enforce them, your Committee represented this to the local Government, and asked them so to revise the maxima as to prevent a repetition of the former high-handed and arbitrary treatment ; but the Government evidently did not take the Committee's view of the matter, for the reply was as short and unsatisfactory as it is possible for a courteous communication to be. But, gentlemen, notwithstanding the discouraging nature of the receptions our various representations have met with, the matter should not on that account be accepted without protest. It is not a question merely affecting a small section of our mercantile community, but one having a direct influence on the welfare of this port, this presidency and the whole country. To any one reviewing the gradual growth of the export trade in grains from this port, it must be apparent that cheap transport has been the main stimulus. In the first place we had the opening of the Suez Canal, which brought our corn-fields within reach of Europe ; then the increased number of steamers gave a lower level of sea freight ; while the greater facilities for transport afforded by extended railways, together with the great convenience to trade of having the Prince's Dock, placed us on a favourable footing for competing in foreign markets ; and there is no room for doubt that unless the trade receives some check, such as is now threatened by the retrograde policy of the G. I. P. Railway, it is one that will continue to increase and add to the prosperity of the country. Yet in face of this and of the very obvious fact that any increase in the exports from this side of India must be looked for in

cereals, we have obstacles put in our way, and our progress is impeded by a grasping railway company. It would almost appear, indeed, from the manner in which our representations have been treated, that it was considered in some quarters that the Chamber had gone beyond its province in protesting against the action of the railway company, and that we were intrusive in interfering when they are acting within their legal rights ; and if the company was a private concern there might be just ground for such a charge, but in the case of a guaranteed line, where any deficiency in revenue has to be made good out of the revenue of the country, every contributor to that revenue has an interest in the company, and is justified in protesting against any line of policy, which, while it may temporarily increase the dividends of the shareholders, does so at the expense of those who have paid part of those dividends in the past ; and if the policy be persisted in may be called on to pay part of them again in the future. . . . The adjustment of the rates from Delhi to Calcutta on the one side, and Bombay on the other, seems fraught with so many difficulties, and has apparently to provide for so many conflicting interests, that no equitable arrangement has yet been made, and trade, so far at all events at this port is concerned, has been so upset by the many changes which have been advertised, that very little good has yet been experienced from the opening of the Rajputana line. The basis upon which Government at present seem inclined to work, *i.e.*, an equalisation of profits by the rival lines, is one that cannot succeed, and, if adhered to, will simply result in the toy line sharing the fate of all toys, and your Committee have not failed to point out what will be the inevitable result if produce can be carried to Calcutta at something like 25 per cent. cheaper than to the nearer port of Bombay. At the same time, while contending that Bombay should receive the full benefit of her proximity to the N. W. Provinces, full allowance should also be made for the advantages possessed by the E. I. Railway in passing through the coal-fields of Bengal ; and setting the one against the other, a fair settlement of the rates would, I think, be arrived at by making the charges the same to Bombay as to Calcutta ; and your Committee brought this to the notice of Government in a recent letter, but as the Supreme Government have now taken the matter in hand we have not yet received any reply, and we are waiting for it before doing anything more. . . While on the subject of railways, and trusting I am not wearying you, for it is one of great importance, it is very satisfactory to note that the encouragements Government offer for the con-

struction of railways by private enterprise are already bearing fruit in more districts than one. In addition to the Calcutta, Jessore, and other lines on the Bengal side of India, a project which promises soon to take practical form is on foot for connecting the rich districts of Malwa and N. W. India with Bombay by a route considerably shorter than either of those now existing, viz., from Cawnpore via Gwalior and Rutlam to a point on the B. B. and C. I. Railway near Godra. The advantages of this route have already been brought to the notice of Government in an address from this Chamber to Lord Ripon only last year, and it is hardly necessary for me to go into them now; but while these advantages promise well for the ultimate success of the line, it need not be apprehended that this success will necessarily be attained at the expense of either the G. I. P. Railway or the Rajputana Railway, for a glance at the map will show the extent of the districts thus tapped whose resources should suffice to support all these lines; and though the new line may draw some of the traffic from the N. W. Provinces, which has hitherto been carried by the G. I. P. Railway, it is more likely, by shortening the distance to the natural outlet of Northern and Central India, to attract here a great deal of produce which has hitherto found its way to Calcutta, and for this reason should deserve the support of all whose interests are more immediately connected with this side of India. An alternative line would be from Cawnpore via Jhansie to Bhopal, and thence to Etarsee on the G. I. P. Railway; but the route via Rutlam possesses advantages, which those who appreciate the advantages of competition will understand which the other does not; and your Committee therefore asked the Government to undertake the necessary surveys, without which there would not be much chance of the scheme succeeding; for, however much private enterpise can do when there is a prospect of a good result, it has hardly had sufficient experience yet in railways in this country to induce capitalists to sink money in surveys which may not go further. Except the question of railway freights, no question of much importance affecting either the trade of the country or the mercantile community has been touched or handled by the Supreme Government during the time your Committee have held office. The past year has been a peaceful and a prosperous one, but it has been an uneventful one. The budget of Major Baring practically altered nothing, but left everything to drift on as in the time of famine and of war expenditure, yet many general questions call for settlement, and if another year passes without an attempt at least to

deal with them in a bold and decided manner, I venture to think that the public neither at home nor in India will continue equally patient with him. The Indian Government would do well to remember that the greatest of our industries is our agricultural industry, and that whatever tends to cripple or curtail its advancement is against the joint interests of the country and Government. The extension and cheapening of the means of transport to the coast and the removal of all artificial restrictions which interfere with the free interchange of our agricultural and industrial products with whichever market gives them the least return in either manufactures or in coin are subjects which I would gladly see occupying the more undivided attention of the Government of India. Amongst the minor topics which have had the recent attention of the Committee have been the question of fraudulent weights and measures, a Joint Stock Companies' Bill, a Stowaways Bill, and one or two matters which have been submitted for arbitration, all of which are fully referred to in the printed report, and which do not call for any special remark. Several articles have also been added to the tonnage scale which in accordance with the notice you will presently be asked to confirm. The practice of falsely stamping the lengths on some descriptions of imported grey-goods to which your chairman referred at the last General Meeting has, I am sorry to say, proved too great a temptation for illicit gain to be resisted by some people, and the subject is one to which your Committee have felt called on to give careful attention. In a trade like our trade with Manchester, where local and foreign manufactures come into such close competition, and where loss of prestige simply means a curtailment of the volume of the trade, it behoves all who are interested in it to leave nothing undone to keep Lancashire productions from falling into disrepute. At the same time in this particular instance it does not appear to be a matter in which the manufacturers of the cloth are so much to blame as the importers or indentors, for it must always be done with the connivance of the former and generally by order of the latter, while the maker only gets paid a price proportionate with the number of yards produced. With a view, however, to giving publicity to the matter, as well as to ask their assistance and co-operation, we addressed the Manchester Chamber of Commerce, but their reply, while deploring the existence of the practice—a practice which can do no one any good beyond putting a few rupees into the pockets of those who can successfully negotiate the fraud—was virtually to the effect that the romedy did not rest on their side, but on this ; and in this view I must confess

I feel obliged to agree, though it is with regret, for beyond giving it every publicity I do not see what other way there is of the Committee putting down the practice, which is as pernicious as it is dishonest. The alteration in the tariff for inland telegrams, which is to come into force on the 1st of the year, though doubtless the outcome of the representation for a further reduction which the Chamber recently made cannot, I am afraid, be viewed in the light of any concession. To a merchant, or persons engaged in mercantile pursuits, every message nearly is "urgent." The very first principle of telegraphy is despatch, and if by paying a higher rate greater speed can be attained, every mercantile sender will in self-defence be forced to mark his message "urgent," even though the doing so will involve an extra outlay under the proposed regulation. Deferred messages may, perhaps, be occasionally of use for the purpose of cancelling or altering written advices, and as these do not interfere with the ordinary run of messages, they may be allowed to pass as an innovation of little actual value, and no harm; but to give one class of message a priority over what is supposed will form the bulk of the transmissions is virtually to raise the tariff all round, and so far from the alteration proposed proving a concession it will practically be just the reverse. This view of the case has, perhaps, not presented itself to the framer of the regulations, and I daresay we shall not have long to wait before it is remedied. Since we last met here two changes of some consequence, in so far as they affect our convenience, have been introduced into Bombay. The first of them is the change of time, or rather I should say official time, which H. E. the Governor has been pleased to decree. Whether or not this attempt at reform will prove a success remains to be seen. I myself am inclined to think it will, but I fancy there are just as many who will disagree with me, as there are of my way of thinking. When His Excellency asked the opinion of the Chamber, we did not think it necessary to call you together and put the question to the vote, but replied that the experiment would be more likely to be a success if Madras time was adopted in the Bengal as well as this Presidency; and you will observe this clock still shows Bombay time, but if you like it can be put half an hour faster. The other change to which I referred is one of much more importance to the mercantile community. I mean the introduction of the telephone—that fresh link in the great chain which science is forging, and which year by year, slowly but surely, is bringing the ends of the world together. I should have liked to have announced its introduction as an accomplished fact in working order

but though all the arrangements are not yet completed, I believe they will be very shortly ; and I wish to take this opportunity of expressing the thanks of the Committee to Mr. Leggatt for promising to put this Chamber into communication with the Central Exchange free of charge. It will no doubt be a great convenience, and I am sure you will all join me in acknowledging the value of the concession. Some discussion took place amongst the Committee with regard to Sunday working in the harbour. The inconvenience which shippers as well as ship agents are sometimes put to by the difficulty in obtaining sanction was brought forward by a member of the Chamber, and the Committee solicited the opinions of several of those most largely interested, but we did not find there was sufficient unanimity to warrant us in taking any very vigorous action, and we therefore thought it better to wait until now to let the matter be fully discussed. A resolution will be submitted to you shortly, which seems to me to meet the case, for though opposed to Sunday working myself as a principle, occasions undoubtedly do occur when greater latitude than at present might be allowed ; and I trust the Collector of Customs may be able to arrange to meet us in the matter, more particularly as in both Calcutta and Madras it is allowed on payment of a nominal fee. The circumstances which led to the leave of absence being granted to Mr. Gordon are explained in the printed report. Considering the long and valuable service which Mr. Gordon has done for the Chamber we could not do less than accord him the leave, more particularly as it was put forward on the plea of ill-health, and I do not, moreover, think the Chamber will suffer while its affairs are entrusted to the holder of the acting appointment. As regards finances, the position of the Chamber, you will notice from the accounts, is satisfactory. The measurement fee account has just about paid its way, which is as it should be, and I do not think there is anything that requires explanation. The past year has been a singularly barren one in topics of interest, but by your adoption of our report I trust you will express approval of all the Committee has done. We have always endeavoured to uphold the dignity of the Chamber, and to maintain for its opinions that weight which they have hitherto borne.

It was then proposed by Mr. Cotton, and seconded by Mr. Wilson.

" That the Report of the Committee, which has been circulated, be received with thanks, and printed for general information, together with the documents therein referred to ; and that the members of the retiring Committee do receive the thanks of the Chamber for their

attention to its interests during the year of office now expired." The motion was carried unanimously.

It was next proposed by Mr. Meili, and seconded by Mr. Janni, that the following gentlemen be elected members of the Committee for the year 1882 :—

Messrs. R. S. Campbell, A. Blascheck, G. A. Barnett, H. W. Jones, and John Marshall. The motion was carried unanimously.

THE TONNAGE SCALE.

Mr. Meili moved that the following measurements of sundry articles be adopted and added to the tonnage scale of the Chamber :—

Poppy-seed—Single bags of	1½ cwt.	14 cwt.	for steamers.
Double bags	1½ ,,	13 ,,	,,
Single bags	1¼ ,,	14 ,,	,,
Double bags	1¼ ,,	14 ,,	,,
Jowaree, Bajree, and Lang	1¾ ,,	16 ,,	,,
Mussoor	1¾ ,,	16 ,,	,,
Mowra-seed	1⅜ ,,	13 ,,	,,
Niger-seed	180 lbs.	14 ,,	,,
Mowra-flowers	180 ,,	16 ,,	,,

Mr. Blascheck thought it would not be well to introduce a new rule so far as single and double bags were concerned. If the innovation was accepted new measurements would be in request for many other articles. Any small difference, he thought, could only be due to careless stowage. He proposed as an amendment that poppy-seeds should come under the head of things accepted as a general rule at 14 cwts. to the ton, without any distinction as to double or single bags.

Mr. Forrest supported the amendment, and said with regard to measurement that there was no doubt that by carelessness bags might appear to measure 13 cwt. He was present at an examination two years ago, and he found it impossible to get the correct measurement from a small box of five tons. It would be most unfortunate for the trade if this plan of charging different rates for single and double bags was put in force. The more up-country business that was done the greater the bother they would be put to, because shippers would want to know whether they were going to ship single or double bags.

The Chairman remarked that he was present when the testing took place, and he did not consider that any carelessness had been shown. In the case of bags in regard to which the measurement was rather over 13½ cwts. the half cwt. was taken as a whole, and bags rather

under 13½ cwt. were taken as 13 cwts. There was nothing like seven per cent. difference.

The amendment on being put was lost. Mr. Meili's resolution was carried.

WORKING IN THE HARBOUR ON SUNDAYS.

Mr. Meili proposed "that this Chamber is of opinion that the Customs authorities should grant permission to ship produce on Sundays when applied to, as long as Sunday work remains an exception, and does not become a regular practice." Mr. Meili said that, in laying the resolution before the Meeting, he had a few remarks to make. As the Chairman had already informed them, the subject had been before the Committee on several occasions. They had had lengthly correspondence with the Commissioner of Customs, and had written to the Chambers of Madras and Calcutta on the point. The speaker certainly did not advocate that it should be a regular rule here, or even a regular custom, to work on Sundays; but he did consider that the rules laid down by Government, and carried out by the Customs authorities were much too stringent. In fact, as the rules at present stood, it was only possible to work on a Sunday if either a steamer or life was in danger. The authorities would not listen to their arguments that the due fulfilment of a contract was an emergency which ought to be recognized in commercial circles. If a merchant had to fulfil his contract, he must work, and work in such a way that he could fulfil his contract, if there was the least possibility of doing so. The Customs authorities would, indeed, grant them permission to work at night; but it was simply impossible to work during the night, either for coolies or officers who have been working all day. The concession was therefore altogether useless. The speaker was strongly of opinion that if merchants were not allowed to complete their shipments in time, only because they were prohibited from doing so through the restrictions of the Government and the Custom House, it was very hard upon them, in face of the fact that their brother merchants in Madras and Calcutta could work on Sundays. He thought that it would not do to make the existing rules somewhat less stringent; and he saw no other possibility than to open Sunday work to everyone. This fact must be borne in mind—that if they did obtain the permission of Government and of the Customs authorities to work on a Sunday, it was their duty to see that they did it, really and truly, in cases of emergency. Because, if it became a general practice, he believed that the

Committee of the Chamber of Commerce, and also many others, would agitate immediately to repeal such sanction. If they did get permission to work on Sundays, he thought that both the Government and the Custom House authorities would find that the concession would work very well ; and as they only wished to give the proposal a fair trial, he believed that even those who did not wish to work on Sundays would not object to his resolution.

Mr. Poole—I rise to oppose Mr. Meili's proposition. I do so with a great deal of regret, because I think there is no doubt that there has been some just cause for complaint that the rule at present in force with regard to Sunday working has been on many occasions too stringently applied ; and if I could feel that the result of Mr. Meili's motion would only be to cause a more lenient working of that rule, I should certainly give it my cordial support. But I feel, and feel strongly, that the result of any such alteration as that now proposed would be not only to put in the thin end of the wedge, but to open wide the door to Sunday work throughout the city. Possibly—it may be probably—there are some members of this Chamber who would not be sorry to see a general Sunday work here. But I do not think that the body of the Chamber will go with them. I rather think there is a strong feeling that the repose which everywhere is so much needed is more than ever needed in a city and in a latitude like Bombay. Psychologists tell us that it is the press, the heat, the fearful speed of work of the present day which is enlarging and overcrowding the mad-houses of Europe ; and if in those more bracing latitudes the effect of work, which in the present day is becoming harder and faster as we go on—if, I say, in those latitudes it is so much felt, how much more so in a clime like this ? I myself, a hard worker for some twenty years in this city, have at times felt the bow so tightly strung, that but for the Sunday rest it would have snapped ; and I cannot be content to sit in my bungalow, when I know that others are slaving in my office or the docks. It is a very old argument that those who would be employed in Sunday work would be glad to accept the extra remuneration which that work would give. Though, no doubt, men will be tempted to their own injury, if you offer them a sufficient bribe, is it for us, who are at the helm of the commerce of this city, to tempt them so ? Rather, it should be our province to preserve to them those privileges which, so far, they have enjoyed. There has always been, I believe, a certain latitude in the hands of the Collector of Customs in the working of

this rule; and if it is made more stringent now than it was in former years, it is because it was found that a more lax working of it resulted in pretty general Sunday work. I trust, therefore, that the majority of members of this Chamber will go with me in opposing what I am sure many of us believe to be a course of action which would end in general Sunday work. It is easy to say that when the work became general you could stop it; but I very much doubt, when a thing has once got into train, whether a resolution of the Chamber of Commerce would be sufficiently powerful.

Mr. Kapp said he thought that the question had already been discussed at length. A Committee had been appointed to inquire into the grievance of the mercantile community when Mr. O'Conor was in Bombay. He had had the honour to be a member of that Committee, and had brought forward several instances on the subject before Mr. O'Conor, as to which he simply remarked that he could not understand why permission in those cases should have been refused. He could mention the case of one steamer to show the great stringency of the existing rules. On Saturday, the 29th of June, late in the afternoon his men came and told him that a steamer on which they were working required only a few hundred bags. The Custom House was closed the next day, it being Sunday. He could not get anybody to listen to any claim or any petition. The 1st and 2nd of July were such heavy rainy days that no cargo could be shipped, and therefore they were compelled to pay the steamer two or three days' demurrage. Mr. O'Conor had stated at the time that there was no doubt the authorities at Bombay ought to have given them the permission applied for. The matter had been referred to Mr. Trevor, and had been ultimately shelved by him with a few remarks to the effect that the application had not been made to him in the proper way, otherwise he might have granted it. As a matter of fact, when they asked for a special permission of that sort, they were always told that it could not be granted on one ground or another, and therefore if they passed the resolution, and if they did not abuse the permission which he hoped would be granted by the authorities, it would be for the benefit of the whole mercantile community. As regarded the stringency of the existing rule they would find from their records that complaints had not come from one or two quarters, but from many. When they had made their representations on a former occasion, Sir Richard Temple had actually promised them another Customs Commissioner. In conclusion, the

speaker hoped that if they now made their representations to the authorities in such a way as to induce them to grant the small concession which they prayed for, it would work here as well as it did in Madras and Calcutta.

Mr. Roberts proposed as an amendment "that this Chamber is of opinion that the Customs authorities should grant permission to vessels to work on Sundays and holidays, when applied to by the captain or agents, and that a copy of this resolution be forwarded to Government." He thought that if a captain or agents objected to work on Sundays, they should have the option and the right of refusing it.

Mr. Nicholson seconded the amendment.

Mr. Meili, in noticing the above amendment, said that under his resolution, he could not possibly force a ship or a steamer captain to work on a Sunday, unless the captain were willing to do so. He wished to have the concession which they required more for shipping than for discharging cargo. He did not think the discharging of goods to be of so much importance, because the goods coming into the harbour were not under a contract to be discharged on a particular date. As to sending a copy of the resolution to Government, he (Mr. Meili) wished to inform Mr. Roberts that there had been a lengthy correspondence with the Commissioner of Customs, with reference to the subject under discussion. That correspondence had not been closed up to date, but on the contrary, the new Managing Committee would have to take it up as soon as they came into office. If after all, the speaker proceeded to say, the Chamber were to decide that in their opinion they did not want to work on Sundays, then the matter would indeed rest where it stood. The existing rules were hard and fast, and the Commissioner, it must be remembered, would only allow Sunday work if life or a vessel were in danger. If on the other hand, they passed the resolution proposed by him, the Committee of the Chamber would again continue their correspondence with the Custom House, in order to find a way out of the difficulty.

The amendment on being put was lost, and Mr. Meili's proposition, seconded by Mr. Moir, was carried by 16 votes against 4.

BILLS OF LADING.

Mr. Meili proposed—"That the Committee of this Chamber is instructed to prevent any steam navigation company from using any

form of bill of lading contrary to the Eastern bill of lading, or containing clauses not in accordance with the Carriers' Act." He said that the motion might appear to some of them rather strange as it stood, but the meaning of it was clear enough. During the last year several cases had come before the Committee with reference to the bills of lading used in Bombay. As far as he recollected, what was called the Eastern bill of lading had been adopted through the association of shipowners and the commercial community in London and passed by the Bombay Chamber. It had been forced on all shippers and sailing ships touching at this port. But some of the large steam navigation companies considered that these rules were not yet stringent enough, and had made rules of their own, and had to a great extent forced them on the public, whether or not they liked them. It might be said that it remained with any shipper to do business with the companies, but it must be remembered that every merchant had to use those facilities which might be offered to him. If he wished to ship goods to London, and only the P. and O. Company had a steamer going there, he had to go to his freind Mr. Parker and take his bill of lading, whether he considered it right or not. He did not wish to complain of the bills of lading, generally in force, but there were cases occasionally coming into the courts of law in which they saw that one of these companies carried out a high-handed policy towards poor shippers who were stupid enough to accept their bill of lading. It might be going very far to say that, but he would mention one case which had come before the Committee during the past year. A native shipper shipped some goods by the B. I. S. N. Company. When the vessel arrived at the port, the B. I. S. N. Company's people put them into their own barges. The goods left the steamer, but did not reach the shore, as they were stolen in transit. The company resisted the claim for compensation in the local courts, and sheltered themselves under the bill of lading, saying that as soon as the boats had left the ship they were no more responsible for the goods. The Committee had to deal with that case not on its own merits, but on the general question. They wrote to the head office of the British India Company, and after waiting some time for an answer, they were told that the company did not wish to enforce that clause as a general rule, but there were particular circumstances connected with that case which made it necessary for them to do so. He (Mr. Meili) did not wish to go into the merits of the case, but he considered such a clause ought not to be continued

in the bill of lading. The B. I. S. N. Company were public carriers, and ought not to have the power to shelter themselves under such a clause. He might also mention the case of the Austrian Lloyd's Company, with whose agents he was on friendly terms. That company tried to put into his hands a document with which he could not agree. He believed that all other shippers had accepted that company's bill of lading, but he had not, and should not. In this bill of lading there was a clause that if a steamer arrived, say, on the 20th December at the port of destination and goods consigned were lost, the company would only make good their value after nine months. It might be said that such a case never happened. That might be; but why force such a bill of lading upon shippers? He thought that if that Chamber had accepted a certain form of bill of lading to be used in the East they ought in the first place to see that such a bill was used, and ought to protect the shipper from the introduction of other bills of lading that were damaging. If the Committee was appealed to by any shipper they would be glad to take the matter in hand and discuss it, and see whether anything could be done; and if the steam navigation company would not alter it, the Committee should have the power given it to use a court of law. He thought they ought also to have the power, if any shipper was willing to undertake such a law suit, to guarantee the firm against any pecuniary loss.

Mr. Wyer proposed as an amendment that the words "authorised at its discretion" be substituted for the word "instructed" in the resolution.

Mr. Meili thereupon withdrew his resolution, and seconded Mr. Wyer's amendment.

Mr. Poole suggested that the last part of the resolution referring to the Carriers' Act should be left out. The Chamber of Commerce could not say whether a bill of lading was repugnant to the clauses of the Carriers' Act. That was a question which must be left to a court of law.

Mr. Roberts said it seemed to him that the resolution was to protect him if he made a fool of himself. (Laughter.) He took a shipping order and allowed a clause to be inserted in that shipping order making him liable to certain conditions which he was fool enough to submit to. He thought he ought to look after himself, and not go to the Chamber of Commerce and ask them to pay his expenses for having made a fool of himself. (Laughter.) He would propose as an

amendment that the first resolution should be forwarded to Government.

The Chairman pointed out that the matter to which Mr. Roberts referred in his amendment had been disposed of already, and if he wanted to propose his motion he must give seven days' notice.

Mr. Wyer's amendment on being put the Meeting was carried by thirteen votes to six.

A vote of thanks to the Chairman terminated the proceedings.

ANNUAL REPORT.

YOUR Committee have now the honour to report to the Members of the Chamber on the principal topics which have engaged their attention during the official year just closed.

INCREASE IN THE GRAIN RATES OF THE G. I. P. RAILWAY COMPANY.

On the 13th January, 1881, the G. I. P. Railway Company notified that an increase of from 3 to 21·79 per cent. in their special grain rates from the stations in the Central Provinces to Bombay would be enforced on and after the 24th of January, 1881. This sudden and arbitrary proceeding on the part of the Railway Company appeared to your Committee to be calculated not only to affect most injuriously the export trade of Bombay, but also, by heavily increasing the cost of food-grain, the interests of the general public, and they urged His Excellency the Governor to despatch a telegram to the Secretary of State for India strongly advocating that no change should be made for at least six months, and until the question had been more thoroughly considered. In their communication to His Excellency, the Committee stated that the Chamber also proposed to telegraph to the Directors of the G. I. P. Railway Company that the proposed sudden increase of grain rates would seriously disturb trade, that any change during the present season should be postponed, and that traffic prospects were most favourable, and they concluded by stating that, if His Excellency required any further information as to the emergent nature of the case, the Chairman and other members of the Committee would be happy

to wait upon him. In deference to the wishes of His Excellency, the telegram which the Chamber proposed to despatch to the Directors was not sent, and a deputation of the Chamber was received by him in the Secretariat on the 22nd of January. The result of this interview was that the Agent of the G. I. P. Railway Company consented to postpone the increase in rates for a fortnight, in order to allow time for communication with the Board of Directors. The Board postponed the increase until the 1st of May, 1881.

The introduction of the new grain tariff having thus been postponed, your Committee, on the 28th of March, addressed the Agent of the Railway Company on the question of the increase of rates in itself, and on the necessity and policy of such a measure. They understood that the reason which had induced the Railway Company to take this retrograde step was the falling off in its grain traffic in the years 1878-79 and 1879-80. These, and the two preceding years, were of an entirely exceptional character. The famine which began in the autumn of 1876 lasted nearly three successive years. The traffic in food-grain in 1876, 1877, and 1878 was heavier than usual, because of the famine requirements, but in the two succeeding years there was a large falling off, which was more particularly observable in the main articles of export, namely, wheat and oil-seeds. During the famine period the Railway was monopolized by the Government for the carriage of grain to the famine districts, to the restriction of the export traffic, and it was natural that the export trade should for a time suffer from this forced interruption. Again, the crops of 1878-79 were, from excessive rains, shorter than in any previous year, and the deficiency, with the consequent high prices ruling in India, and the general depression of trade throughout the world, helped to restrict exportation. So rapidly, however, was the country recovering from the effects of the

famine that in the year ending with March 1881, there had been a very large export of oil-seeds, while the export of wheat was nearly three times greater than in any previous year. The Committee were aware that the proposed increase was within the authorized maximum, but the traffic returns of the Company gave no grounds for supposing that such a step was necessary: on the contrary, the returns showed that the increase in the grain traffic since the famine period had, if compared with the traffic previous to September 1875, when the present tariff was introduced, been considerable, and quite as large as could reasonably have been expected. It was, moreover, worthy of note that while the exports of wheat and oil-seeds for the year ending with March 1881 (being the first year of the country's recovery from the effects of the famine) were together larger than in any previous year, the rate at which the shipment of wheat and seeds was at the moment progressing encouraged the belief that the exports of the year 1881-82 would be larger still. The Committee, in conclusion, expressed their hope that as the grain traffic since the famine period showed on the whole very satisfactory results, and the export trade was very active under the encouragement of the present tariff, the Railway Company would cancel its notification of the 23rd January last, and abandon its intention of increasing its grain rates, which would, they considered, be a retrograde and impolitic step, affecting injuriously the country generally, the export trade of Western India, and the permanent interests of the Railway itself.

Copies of this representation were forwarded through the Government of Bombay to Her Majesty's Secretary of State for India, with a request that his Lordship might be pleased to bring his influence to bear upon the Board of Directors of the G. I. P. Railway in London to induce

them to abandon their intention of increasing their grain rates. His Lordship replied that the substance of the Chamber's remonstrance had been laid before the Board, who, however, were not disposed to make any alteration in the rates as then established, and which were within the authorized maximum scale. Copies were also forwarded to the Government of India with a request that they would interpose to prevent the enforcement of the increased rates, with the result that His Excellency the Governor General in Council declined to interfere in the direction proposed by the Chamber, inasmuch as the new rates did not exceed the sanctioned maxima within which the Company were at liberty to vary their charges, and the Board of Directors, in ordering an increase to their rates, had therefore acted within their powers.

In closing this subject, your Committee may observe that in consequence of the continuous demand from Europe, increased Railway communication, and the facilities which the Prince's Dock has given for shipments during the S. W. Monsoon, the exportation of wheat and oil-seeds has, notwithstanding the increased railway charges, been much greater than in any previous year. The quantity of wheat exported in the 12 months ending 31st October, 1881, amounted to 371,927 tons, and of oil-seeds to 217,640 tons. —(*Appendix* B.)

MAXIMUM RATES, FARES, TERMINALS AND INSURANCE CHARGES, FOR THE GUARANTEED RAILWAY COMPANIES, UNDER THE CONTROL OF THE BOMBAY GOVERNMENT.

The correspondence which had taken place with Government regarding the increase of the G. I. P. Railway company's grain rates, induced your Committee to ask His Excellency to furnish the Chamber with a copy of the con-

tract between Government and the Railway Company, in which the rates which the Company were authorized to charge for the carriage of goods were set forth. In compliance with this request, His Excellency was kind enough to forward a copy of a Resolution of the Government, No. 1174-80 of 1868, and a copy of the Notification from the Bombay *Government Gazette* of 30th April, 1868, in which the maximum rates, &c., were published.

In this Resolution, it was declared that the maxima of al fares and rates should be fixed by the Local Government, and that the maxima should leave a reasonable margin for the exercise of a discretion by the Railway Companies in varying the working rates as circumstances might in their opinion require. It appeared, however, to your Committee that the maxima of all fares and rates, especially those for the carriage of grain, fixed by the Notification of 30th April, 1868, were unnecessarily and excessively high; and in view of the recent arbitrary action of the G. I. P. Railway Company—an action which might be repeated at any time—your Committee respectfully urged upon His Excellency the Governor in Council the advisability of his using the power which he had, under the resolution above mentioned, of revising these maximum rates and reducing them considerably; but if he did not consider it expedient to reduce the maximum rates all round, they sincerely hoped that he would reduce the maximum rates for the carriage of grain, upon the trade in which the prosperity of this Presidency so largely depended. The Governor in Council, however, did not feel himself to be in a position to accede to the request of the Chamber, or to interfere with the discretionary power vested in the Board of Directors, with the approval of the Government of India and the Secretary of State by the Notification in question.—*(Appendix* C.)

THE INDIAN CUSTOMS TARIFF.

The Special representative Committee, appointed this year to revise the Customs Tariff, consisted of the Honourable J. N. Graham, and Messrs. Comber, Meili, Miller, Kemp, S. Solomon, Ahmedbhoy Hubbibhoy, Fazul Jan Mahomed, Abdool Hussain Hajee Zenal Abadin, and Jamsetjee Framjee, Head Appraiser of the Custom House. The Committee assembled early in January. Their report was submitted to a Special General Meeting of the Chamber held on the 24th idem, and, having been adopted, was sent in to Government.—(*Appendix* D.)

THE BRITISH AND COLONIAL UNION.

A Conference of the delegates of the various Chambers of Commerce of the Colonies and India, and of others representing the interests of the Shipping, Commerce, and Agriculture of Great Britain, was held in London, in February, 1881. The Conference, it was stated, was held with the view of endeavouring to draw closer together the trade relations between Great Britain and her Colonies. This Chamber was invited to send delegates to the Conference, and your Committee nominated Messrs. Magnus Mowat, A. H. Campbell, Donald Graham, Edmond Lord, and Charles Macdonald, as its representatives. The discussions which took place will be found in *Appendix* E.

TELEPHONIC COMMUNICATION.

On the 8th of April last, the Government of India notified to the Chamber that they had decided to admit, under certain restrictions, the introduction of telephone exchanges by private enterprize with the cities and towns of India. Permission has since been accorded by the Bombay Municipality to the Oriental Telephone Company to place tele-

phone wires throughout the city, such permission to hold good for a term of ten years.

TIME OF DEPARTURE OF THE ENGLISH MAILS FROM BOMBAY UNDER THE NEW MAIL CONTRACT.

It will be remembered that the Chamber, at the Special General Meeting held on the 7th October, 1880, accepted the proposal made by the Marquis of Hartington that the mails should leave Bombay on Thursday evening in the fair season. In this proposal the Madras Chamber also concurred; but the Bengal Chamber objected on the ground that it would involve the closing of the mails in Calcutta on Monday evening. The question having subsequently been referred by the Secretary of State to H. M.'s Postmaster General, and to the P. & O. Steam Navigation Company, his Lordship decided that the mails should leave Bombay, at five in the afternoon, on Tuesday during the S. W. Monsoon, and on Thursday during the remainder of the year. This arrangement commenced with the mail steamer which left Bombay on the 10th of February, 1881.—(*Appendix* F.)

BILL TO AMEND THE INDIAN PAPER CURRENCY ACT, 1871.

A copy of this Bill was forwarded to the Chamber with a request that Government might be favoured with the opinion of the Chamber on the provisions of the Bill. The object of the Bill was to establish a circle of issue in Burma, where there was no Paper Currency which was a legal tender. The Bill was approved of by your Committee, and their approval communicated to Government.—(*Appendix* G.)

CUSTOMS DUTY ON GREY DHOTIES.

Representations were made to the Chamber of the unsatisfactory nature of the Customs rule in respect of the system pursued in levying duty upon grey dhoties: the duty was leviable on duty-free cloths when the borders exceeded one-and-a-half inches in width, if they contained yarn of counts finer than 30s. In such cases, the coloured yarns were tested, and duty was levied if it was supposed that the yarns, previously to being dyed, counted higher than 30s.

Your Committee believed that it was extremely difficult accurately to estimate the grey counts of coloured yarns used in dhotie borders, and, so far as they were aware, it was not customary to receive a special certificate from the manufacturer separately specifying the original counts of the coloured yarns. They, therefore, addressed the Collector of Customs on the subject, urging that all dhoties on duty-free cloth should be allowed to pass duty-free so long as the borders did not exceed three to four inches in width irrespective of the counts of yarn in borders.

By the Notification No. 54-C, dated 5th February, 1881, the Government of India were pleased to extend the exemption from all Customs Duties, notified on 13th March, 1879, to the class of grey cotton piece-goods, known as dhoties and dhotie bordered piece-goods, which contained no yarn of higher number than 30s except in the border, when such border, whether coloured, white, or grey, was not more than four-and-a-half inches in width.

THE INDIAN MERCHANT SHIPPING ACT, 1881.

This Bill for the further amendment of the law relating to Merchant Shipping, with the Statement of Objects and Reasons, was forwarded to the Chamber with a request that

Government might be favoured with the views of the Chamber upon its provisions. A Special Committee, consisting of Messrs. E. Comber, W. M. Macaulay, L. R. W. Forrest, F. D. Parker, and James Dickson, was appointed to consider and report upon the Bill. The report of the Special Committee, which was communicated to Government, will be found in *Appendix* H.

PROPOSED SYSTEM OF RAILWAYS FOR THE SOUTHERN MAHRATTA COUNTRY.

In March last, your Committee having heard nothing further on the subject, addressed a letter to Government enquiring whether any steps were being taken towards surveying any of the lines of railway proposed for the Southern Mahratta Country. To this communication, His Excellency was so good as to inform the Chamber that the Railway projects then in hand were :—

1. The Eastern Deccan Railway from Hutgi (Sholapur) to Bijapur, Bagalkot, and Gadag.
2. Branch line from Barsi Road to Pandurpur.
3. Branch line from Barsi Road to Barsi.

These projects were nearly ready, the surveys of the first two lines having been made.

Subsequently, a printed copy of the reports by officers in the Political, Revenue, and Public Works Departments, together with a copy of the orders passed thereon by Government, was forwarded to the Chamber. From these orders, it appeared that the lines which it was most desirable to construct in addition to the Hutgi, Bijapur, and Gadag were :—

1. One from Barsi by Barsi Road Station to Pandharpur, and

2. One starting from Poona, passing to the eastward of Satara, Kolhapur and Belgaum, and through Miraj and Gokak to Dharwar or Hubli.

The necessary surveys were understood to have been made for the first-named, which might be carried out by the G. I. P. Railway Company on the standard gauge.

Arrangements, accordingly, were ordered to be made for the survey of trial lines—

(*a*) *Via* the Katraj Ghat and Shirwal, and

(*b*) *Via* the Bapdeo or Deweh Ghat and Sassoor.

Should it be found that these lines presented serious engineering difficulties, such as would render their construction financially impossible, an alternative trial line should be run from the nearest station to Poonah on the G. I. P. Railway, between Poonah and Dhond, that gave a favourable junction, via Baramati, Phaltan, and Vité or via Supé and Khoregaon to Miraj.

Your Committee, however, regret that the lines are to be laid out for the metre gauge, the Government of India having, under instructions from the Secretary of State, ruled that the metre gauge is to be adopted for Railways in the Southern Mahratta Country.—(*Appendix* I.)

THE PROPOSED MARMAGOA RAILWAY.

It having been reported that the Government of India intended to guarantee, or to subsidize, or to assist in some way or another, the proposed Marmagoa Railway, your Committee asked His Excellency if he would kindly favour the Chamber by enquiring of the Government of India if there was any truth in the report, and, if so, in what way, and to what extent the proposed assistance was to be given. In answer to this enquiry, your Committee were informed

that H. M.'s Secretary of State for India had informed the Government of Bombay that arrangements had been made with the Portuguese Government under which they undertook to form a harbour at Marmagoa and to construct a Railway to the British frontier, and the British Government engaged to continue the line from thence to New Hubli. The Secretary of State regretted the disappointment which would be occasioned to those who were interested in Karwar, and who were desirous of seeing Railway communication established between that Port and the Southern Mahratta Country.—(*Appendix* J.)

ELECTIVE TRUSTEES OF THE PORT.

In accordance with the provisions of the Bombay Port Trust Act VI., of 1879, the remaining two, out of the five Elective Trustees elected on 3rd October, 1879, retired from office on 31st March, 1881, but were re-eligible. The retiring Trustees were Messrs. F. Mathew and G. A. Kittredge. The election by ballot on the 11th and 12th March resulted in the same gentlemen being re-elected Trustees.

On the 1st of March, 1881, Mr. C. Douglas, being about to proceed to England, resigned the office of a Port Trustee. The result of the election by ballot on the 24th and 25th March was that Mr. Roger B. Sedgwick, of the firm of Messrs. Killick, Nixon & Co., was elected a Trustee in Mr. Douglas' place.

THE PORT TRUST, 1880-81.

The accounts for the year ending 31st March, 1881, shows the income on Revenue Account to have been Rs. 25,88,910-13-9, and the expenditure Rs. 25,26,028-4-0, leaving a surplus of Rs. 62,882-9-9.

The results of the working of the Port Trust, from its commencement until 31st March 1881, were as follows:—

	Deficits.				
From 26th June 1873 to 31st March 1874	Rs.	164,861	7	3	
From 1st April 1874 to 31st March 1875	„	91,080	13	6	
From 1st April 1875 to 31st March 1876	„	36,455	9	0	
From 1st April 1876 to 31st March 1877	„	102,322	11	5	
From 1st April 1879 to 31st March 1880	„	26,357	5	8	
	Rs.	4,21,077	14	10	
Deduct surplus for the year ending 31st March 1878	Rs.	101,106	8	11	
Do. 31st March 1879	„	57,600	4	6	
Do. 31st March 1881	„	62,882	9	9	
		2,21,589	7	2	
Balance being loss	Rs.	1,99,488	7	8	

The Administration Report for the year 1880-81 will be found in *Appendix* K.

BOMBAY COTTON FRAUDS ACT.

It will be remembered that the Secretary of State, in April 1880, issued instructions to the Government of India that those sections of the Cotton Frauds Act which authorised the levy of a fee on all bales exported, and the maintenance of an establishment, should be done away with, but that all the rest of the Cotton Frauds Act now standing on the Statute Book should be retained. In accordance with these instructions the Bill No. 3 of 1880, entitled "A Bill "to amend the law for the prevention and adulteration of "Cotton and for the suppression of fraudulent practices in the Cotton Trade," was introduced into the Legislative Council of the Governor of Bombay on the 4th of February last, when the standing orders were suspended, and the Bill

was read a second time and considered in detail. On the 11th idem it was read a third time and passed.

A despatch from the Secretary of State, dated 31st August, 1881, has however recently been published, intimating that he had learnt from the Government of India that it was the intention of the Governor General to withhold his assent from the Bill, observing that the effects of His Excellency's veto on the Bill would be to keep alive the Bombay Cotton Frauds Act, 1878, the objections to which appeared to be stronger than those to the present Bill, and adding that he therefore considered it advisable to inform the Governor of Bombay, with reference to his predecessor's despatch of March 4th, 1880, that he had no objection to the introduction into the Legislative Council of that Government of a fresh Bill repealing all former special legislation on the subject of cotton frauds. The Government of Bombay have accordingly resolved to introduce a Bill repealing all former special legislation on the subject of cotton frauds.

ANNUAL ADMINISTRATION REPORT OF THE COTTON DEPARTMENT FOR 1879-80.

By their Resolution No. 3880, dated 24th July, 1880, Government decided that the Commissioner of Customs, Opium, and Abkari, should continue to compile and submit the usual Annual Cotton Report. The Report for the year 1879-80 was issued in November last.

In accordance with the instructions of the Secretary of State, contained in his despatch of 4th March, 1880, to the Government of India, the export fee on cotton was abolished, and the whole of the establishments maintained therefrom were withdrawn on 1st June 1880.

The financial position, on 31st May, 1880, of the fund

formed out of the cotton export fees and other receipts under the Cotton Frauds Act, was as follows :—

Balance on 1st April 1879	Rs.	149,676	4 4
Receipts from 1st April 1879 to 31st May 1880 ...	„	156,381	1 7
	Rs.	306,057	5 11
Expenditure from 1st April 1879 to 31st May 1880...		137,887	7 2
Balance on 31st May 1880 ..	Rs.	168,169	14 9

The Report states that this balance had been reduced by the payment of salaries due for the month of May, of gratuities to discharged employés for loss of their appointments, and of extra gratuities to them for shorter previous notice than three months. As several of the claims to pensions and gratuities had yet to be disposed of, it was impossible to say whether the fund would show any surplus after all the liabilities had been discharged.

The Report contains a deal of information relating to cotton, with the usual statistical returns and statements.

EAST INDIAN WHEAT CONTRACTS IN LONDON.

The London Corn Trade Association forwarded to the Chamber the following Resolution, passed by the Executive Committee on the 3rd May, 1881, with a request that the same might be brought before the members of this Chamber at an early date :—

"That the Secretary be instructed to write to the importing merchants of East Indian grain, as also to the Chambers of Commerce in Calcutta and Bombay, that in consequence of the owners of a few chartered steamers having refused to abide by the dock rates of 1877, respecting the discharge in London of East Indian grain, which dock rates the owners of the regular lines of steamers between the East Indies and London agreed to, the London Corn Trade Association

hereby gives notice that on the 1st of August next a clause will be inserted in the East Indian Wheat Contract making it compulsory for the original sellers to pay the 1s. per ton, which should be contributed by the steamship owners agreeably with the dock rates of 1877, in the event of any steamship owner refusing to pay same."

The Resolution was ciculated among members, and published.

CIRCLES OF ISSUE OF PAPER CURRENCY.

In March last, a Resolution of the Government of India proposing to abolish the Paper Currency Circles of Coconada in the Madras Presidency, and of Nagpore and Akola in the Bombay Presidency, and to include the Central Provinces and Berar within the Currency Circle of Bombay, was forwarded to the Chamber with a request that Government might be favoured with the opinion of the Chamber on the subject. Your Committee were of opinion that there could be no objection to the proposal of Government.—(*Appendix* L.)

THE USE OF FRAUDULENT WEIGHTS AND MEASURES BY WHOLESALE GRAIN DEALERS AND OTHERS.

A Resolution of Government on the subject of preventing the use of fraudulent weights and measures by wholesale grain dealers and others, dated 7th March, 1881, was forwarded to the Chamber with a request that Government might be favoured with its opinion on the subject. Your Committee were of opinion that there could be no doubt as to the desirability of such precautions being taken by Government as might be calculated to insure the use of pro-

perly certified weights and measures, and they concurred in the suggestion made by the Remembrancer of Legal Affairs that a short Act amending sections 17 and 18 of Act 48 of 1860 might be passed by the Local Legislative Council. The Legal Remembrancer was, accordingly, requested to prepare a short draft Act which is now under the consideration of Government.—(*Appendix* M.)

SAMPLES OF GOLD AND SILVER LACE WORK CARRIED ON IN BARODA.

These samples were, as stated in last year's Report, forwarded through Messrs. Sir Charles Forbes & Co. to London, with a request that they would kindly ascertain if any, and which, were suitable for the markets in Europe, and what price each of the sorts would fetch. The samples were placed in the hands of several dealers in that class of goods, who affirmed that it was unsuited for the English market. The samples were also forwarded to Paris, only however to elicit the opinion that nothing could be done with such work in Europe.—(*Appendix* N.)

SAMPLES OF BOMBAY JUTE FIBRE.

In last year's Report, it was mentioned that these samples had been forwarded by Messrs. W. and A. Graham & Co. to London, and by Messrs. Owen & Okell to Calcutta, for the purpose of obtaining the opinions of experts as to the quality of the article and its commercial value. The opinions received were of a very favourable character: Messrs. Graham & Co.'s friends in Liverpool submitted the samples to the inspection of a number of spinners and dealers, and the general opinion was very unanimous. The fibre appeared to be not a pure jute, but slightly allied to

Aloe fibre or Mauritius Hemp. It was very free from waste, such as straw, mud, and roots, and of very good regular colour. The fibre was not pliable as was desirable, but of fair strength. The value of quality similar to the sample balé was about £20 per ton, less 2½ per cent.

Messrs. Owen & Okell's friends in Calcutta reported the fibre to be a very pretty sample of Jute, well got up, but still it was Jute and not suitable for rope making, only weaving, being very weak as compared with Hemp. It might sell in the Calcutta market at the same price or a little more than the best Jute—probably Rs. 5 to Rs. 5-8-0 per Bengal maund of 82 lbs. It would be more likely to do better in the Home market than in Calcutta.

Copies of the reports obtained were forwarded to Government.—(*Appendix* O.)

PROPOSED ESTABLISHMENT OF AN EXCHANGE.

The establishment of an Exchange, where Bankers, Merchants, and Brokers could at any time meet for the transaction of business, was considered by your Committee. Exchanges in the large towns in England were no doubt familiar to members, and it was proposed that the Exchange for Bombay should give to its members the same conveniences which the Exchanges in England gave to their respective communities. A suitable building in a convenient locality in the Fort would be erected, with a large room for the Exchange, and above might be the offices of the Chamber, the Port Trust, and other public bodies. Your Committee invited the opinions of members as to the utility of such an institution, but opinions were so much divided that the Committee resolved to leave the matter to be disposed of by the members of the Chamber at a General Meeting.

THE NEGOTIABLE INSTRUMENTS BILL.

Owing to the enquiries made of the Chamber, your Committee addressed a letter to Government enquiring if it was the intention of the Government of India to proceed with this important measure—upon which the Chamber reported on the 24th December, 1877, and again on the 30th October, 1878—and, if it was to be proceeded with, when the Bill was likely again to come before the Legislative Council of His Excellency the Governor-General. Government, in their letter of the 25th November, 1880, were so good as to state that they had ascertained that the negotiable Instruments Bill would probably be proceeded with during the next sittings of the Legislative Council of the Government of India in Calcutta. Your Committee, however, are not aware that the Bill has yet been introduced.

THE TRADE-MARKS REGISTRATION BILL.

It will be remembered that the Bill No. I., to be called "The Indian Trade-marks Act, 1879," was, subsequently to the Report made on it by the Chamber, referred by Government to a Select Committee of the Council of the Governor-General, who withdrew it, and brought forward an amended Bill No. II., to be called "The Indian Trade-marks Act, 1880." This Bill was amended so as to give effect to the suggestions of the Select Committee whose report was principally concerned in discussing the important question as to the mode in which trade-marks already registered in England should be dealt with. As in the case of the first Bill, a Special Committee was appointed by the Chamber to consider the amended Bill, and the report thereon of the Select Committee. The report of this Special Committee was adopted by the Chamber at the General Meeting held on 3rd August, 1880, and the sub-

stance of it communicated to Government on the 17th idem. In it, the Chamber recommended, as the simplest mode of overcoming the difficulty, that, instead of English trade-marks, being registered here, India should come under the English Act, and Indian trade-marks should be registered at home, applications being forwarded through the Registrar's Office.

The next communication received by the Chamber on the subject was a letter dated 3rd February last, from the Government of India, stating that the members of the Select Committee had considered the opinions received on their report of the 28th February, 1880, and sending a statement of the present position of the question as to the best mode of fitting in the Indian system of registration with that established in England. The Select Committee observed with regret that the solution of the question proposed by themselves had failed to commend itself to most of the authorities consulted. They had no wish to press their suggestion, and, if they were to carry out the views expressed in the 14th para. of their report, the only course left would be to restore the Bill to its original shape, and require all English trade-marks to be registered afresh in India. But the registration here of all English trade-marks used or likely to be used in India appeared to the Select Committee so formidable an undertaking that they were reluctant to adopt any course which would necessitate it as long as there was a prospect of finding any simpler solution of the question. Such a solution would be found if Indian manufacturers would be content to register their marks in England : this course was recommended by the Bengal and Bombay Chambers of Commerce, and also by the Liverpool Chamber, and the Select Committee accordingly deemed it worthy of the most careful consideration. In the event of its being adopted, the legislation required in

India would be of the simplest description. As all the work of registration, including the settlement of disputes as to the right to register and claims for the rectification of the register, would be performed in England, all the provisions relating to these subjects would be removed from the Bill, and the Act to be passed here would simply provide—

1st,—that no proceedings should be instituted here for the protection of a trade-mark unless such mark was registered in England as belonging to the plaintiff, or registration was refused in the particular class of cases referred to by 39 and 40 Vict., cap. 33;

2ndly,—that in all Courts in British India, registration in England should be from the first *primâ facie* proof, and after five years' conclusive proof, of the right to a trade-mark.

This last communication was circulated to the members of the Chamber, but, before replying to it, and finally committing the Chamber to legislation on this subject, your Committee deemed it desirable to take legal opinion on certain points which had been suggested to them by the correspondence and discussions which had taken place. The questions submitted for counsel's opinion, with the replies thereto, will be found in the appendix. It appeared to your Committee that the opinion so expressed pointed decisively to the conclusion that legislation was not necessary and might be inconvenient. At present the owner of a recognised trade-mark could obtain protection in the Indian Courts, notwithstanding the fact of its being unregistered under the English Act. His proprietary rights were not vitiated in any way even if he had applied for and been refused registration in England, nor did he lose his recourse against a mark infringing his rights, notwithstand-

ing that the latter might have been registered under the English Act. Moreover, an Indian Court would not attach any importance to the right of exclusive user of a trade-mark granted by the English Act after a lapse of five years from the date of registration in England beyond accepting that fact as evidence of its existence at the date of registration. The owner of a non-registered mark would only have to prove his prior right to win his case.

It thus appeared to your Committee that while a special Act for India would provide no more satisfactory protection than already seemed to exist, the alternative proposal of coming under the English Act would be attended with many disadvantages. They suggested, therefore, that the opinion which the Chamber had received should be forwarded to Government with a recommendation that, as the proposed legislation was apparently surrounded with many difficulties and objections which could not at first be foreseen, it might in the mean time be abandoned.

A memorandum to the above effect, and all the papers on the subject, were circulated to the members of the Chamber, and the question, of which due notice had been given, was considered at a Special General Meeting of the Chamber held on the 22nd July last. At this Meeting it was unanimously resolved that the Report of the Committee be adopted. Copies of the printed papers which had been submitted to the General Meeting were therefore forwarded to Government with a recommendation that as the proposed legislation was apparently surrounded with many difficulties and objections, which could not at first be foreseen, it might in the meantime be abandoned.—(*Appendix* P.)

SHIPPING QUESTIONS.

A Special Committee was appointed on the 21st of January, 1881, to consider and report upon such questions as

not unfrequently lead to disputes between the representatives of shipowners and shippers. The Committee consisted of the following gentlemen:—The Hon. J. N. Graham, Messrs. F. D. Parker, James Dickson, C. T. Meili, J. Fachiri, H. A. Richardson, J. L. Symons, and O. Fiedler. Mr. Dickson declined to act.

The questions considered by the Special Committee were the following:—

1. Holidays under charter-parties.
2. Detention of cargo-boats alongside.
3. Shut-out cargo.
4. Ante-dating of Bills of Lading.
5. The revision of the Tonnage Scale.

The Report of the Special Committee on these questions was ciculated among members, and, due notice having been given, was considered at a Special General Meeting of the Chamber held on the 22nd July last. The recommendations of the Committee were proposed in a series of resolutions and carried. The Resolutions were as follows:—

Holidays under Charter-parties.

That the holidays under charter-parties should be as follows:—

New Year's Day	1 day.
Holi	2 days.
Easter	2 days.
Queen's Birthday	1 day.
Cocoanut Day	1 day.
Janma Ashtami	1 day.
Pateti	1 day.
Dussera	1 day.
Dewali	2 days.
Christmas	2 days.
Mohurrum	2 days.

and that the particular day or days, on occasions when

there are more holidays than one, be fixed by the General Committee when they issue the Annual Report of the Chamber each year.

This Resolution to come into force after the 31st January, 1882.

Detention of Cargo-boats alongside Vessels.

That while recognizing the grievance which exists, the Chamber is unable to recommend a remedy that would be mutually satisfactory to those interested.

Shut-out Cargo.

That in cases when shipping orders have been issued without any special stipulation in respect of shut-out cargo, the shipper, provided he has fulfilled the terms of his shipping order, should have the right to demand a fresh shipping order in the first going vessel from the agent of the vessel that has failed to take in his cargo. If the latter declines or omits to grant this, that he should himself have the power to engage the necessary tonnage, and to claim on the said agent for any difference in freight or other expense to which he may have been put.

Ante-dating Bills of Lading.

That having considered the question of ante-dating Bills of Lading, either on Dock Receipts or for goods alongside, the Chamber is of opinion that such a proceeding is open to most serious objections and might involve grave responsibilities.

Revision of the Tonnage Scale.

(1) That this subject be laid before the next General Meeting, so that any member desiring the re-measurement of any particular article of export may have an opportunity of bringing forward his proposal by reso-

lution; and (2) that a general rule should be passed authorizing the General Committee to add new articles to the Tonnage Scale after testing them, notice being given to members by circular and to the public, by advertisement, of the time and place of such testing, and that such additions, before being formally entered in the Tonnage Scale, should be sanctioned at a General Meeting of the Chamber.

A proposal was also brought forward that the basis for the tonnage scale for steamers shall be 40 cubic feet, and for ships 50 cubic feet. To this proposal, however, an amendment was submitted and carried that in any revision of the tonnage scale, which might be decided on by the Chamber, or any addition thereto, the present basis for ship and steamer tonnage shall be adhered to.—(*Appendix* Q.)

ELECTION OF A CHAIRMAN IN PLACE OF THE HON. J. N. GRAHAM RESIGNED.

The Hon. J. N. Graham resigned the office of Chairman of the Chamber on the 22nd of July, 1881. The election of a Chairman in his place took place on the 23rd and 25th idem, when Mr. Edward Comber, of the firm of Messrs. Lyon & Co., the Deputy Chairman of the Chamber, was elected Chairman.

ELECTION OF A DEPUTY CHAIRMAN IN PLACE OF MR. COMBER.

Following the precedent adopted in the previous year, the commitee elected, by ballot among themselves, Mr. C. T. Meili, of the firm of Messrs. Volkart Brothers, to be Deputy Chairman in place of Mr. Comber.

PROPOSED LINE OF RAILWAY FROM GODRA TO RUTLAM AND FROM RUTLAM TO GWALIOR.

In consequence of the representations made to the Chamber, your Committee submitted for the consideration of His Excellency the Governor in Council, the great benefit which would accrue to the trade of Western India from the construction of a light broad gauge line of railway from Godra to Rutlam, and from Rutlam to Gwalior. This line would probably require no considerable engineering work, and, being constructed with the newest appliances, and when the prices of steel and iron were low, would be completed at a comparatively small cost. On the other hand, the local traffic would be considerable, and if a branch line were made to Cawnpore to connect the East Indian Railway and the water navigation system of Upper India with the Port of Bombay, the distance between the valley of the Ganges and Bombay would be 100 miles shorter than it is by either of the alternative lines now open, and the through traffic would therefore, it was believed, be of great magnitude.

As it was probable that the construction of this line would be undertaken by private enterprise, if the results of the surveys were favourable, and a concession were obtained from the Secretary of State on terms similar to those granted to the Bengal Central Railway Company, your Committee urged upon His Excellency the expediency of ordering surveys for this line at an early date. His Excellency, however, informed the Chamber that as the proposed line would be almost entirely beyond the Bombay Presidency, their letter had been referred to the Government of India for instructions.

WORKING IN THE HARBOUR ON SUNDAYS.

Representations were made to the Chamber that great difficulty was experienced by merchants in obtaining permission from the Collector of Customs to work in the loading or discharging of vessels on Sunday. The Collector, it appeared, considered that permission to work on that day ought not to be given except in cases of necessity, and that the mere fact of having contracts or engagements to fulfil did not constitute a case of necessity. When permission was given, a fee of Rs. 10 was charged.

Your Committee, in the first place, asked the Bengal and Madras Chambers to inform them if any such difficulty was experienced at their respective Ports in obtaining permission to work on Sunday, and under what circumstances the permission was granted. The substance of the replies to these references was as follows :—In Calcutta, no such difficulty was felt : on the contrary, with the exception of ships with salt cargoes, any vessel is permitted to work on Sunday on payment of a fee of Rs. 5 to the preventive officer, who might be required to be in attendance. Indeed, the rules issued by the Chief Customs authority regarding fees payable for over-time work contained a provision that work might be done on Sunday on deposit of the usual fee. In Madras also, no such difficulty was experienced, provided notice were given, the previous day, to the Collector of Customs and to the Marine Department. The Marine Police officials who had to attend received one day's extra pay, and the Pier, Marine, and Customs staff received two days' extra pay for their work on Sunday. In addition to this, a charge was levied of 8 annas extra per trip, or Re. 1 extra per ton by the Government.

Your Committee, thereupon, addressed the Collector of Customs enquiring whether, in the face of the practice at Calcutta and Madras, greater facilities could not be afford-

ed for Sunday working in the harbour of Bombay. The Collector stated in his reply that there was no difficulty so far as the Customs Department itself was concerned about allowing work on Sunday as well as on any other holiday. There were always officers who were willing to undertake the duty for the sake of the extra fees. It had, however, long been the established rule of the Port that Sunday work should not be allowed except in cases of necessity. The Collector further observed that the Customs Department was simply the servant of the public, and, if he could assure Government, on the authority of the Chamber, that it was the general wish of the public, as distinguished from that of a few interested firms, that existing restrictions should be removed, he should have no opposition to offer to the change.

Your Committee decided to bring the matter before a General Meeting, by which means the feeling of the whole body of the Chamber could only be ascertained. —(*Appendix* **R.**)

THE PRACTICE OF INCORRECTLY STAMPING THE LENGTHS OF GREY CLOTHS IN MANCHESTER.

It having come to the notice of the Committee that the practice of incorrectly stamping the lengths of grey cloths, and, in cases where cloths were manufactured considerably shorter than usual, of omitting the stamp altogether, was becoming more common, they wrote to the Manchester Chamber on the subject inviting the co-operation of that body in an endeavour being made to put down these objectionable practices. It was not to meet any special requirement of the consumers that the lengths were warped shorter than the old lengths: the object was, without doubt, to deceive the buyer here into supposing that he was getting the old

length. The Directors of the Manchester Chamber, however, came to the conclusion that the only way in which they could assist in the very desirable effort to put an end to the irregular practices under consideration was to give publicity to them, and they suggested that the correspondence should appear in both the English and Native newspapers throughout the Bombay Presidency.—(*Appendix* S.)

REPORTS ON THE NATIVE OPIUM CROPS AND ON THE IMPORT, CONSUMPTION, AND PRICES OF OPIUM IN CONSULAR DISTRICTS IN CHINA.

Further reports, which have been forwarded to the Chamber by the Government of India, will be published in the appendix for the information of members.—(*Appendix* T.)

INDIAN WHEAT.

In July last, the Chamber was favoured by Government with a copy of their Resolution No. 3805, dated the 1st idem, together with copies of the papers therein referred to on the subject of Indian wheat. These papers, which were circulated among members, will be found in *Appendix* U.

PROPOSED ADDITIONS TO THE TONNAGE SCALE.

The following new articles to be added to the Tonnage Scale have been tested by your Committee, notice having been given to members by circular, and to the public by advertisement, of the time and place of each testing :—

Poppy Seed.—Single Bags of 1½ cwt., 14 cwt. for steamers.
Double Bags of 1½ cwt., 13 cwt. for steamers.

Single Bags of 1¼ cwt., 14 cwt. for steamers.

Double Bags of 1¼ cwt., 14 cwt. for steamers.

Jowaree, Bajree, and Lang.—16 cwt. for steamers.

Mussoor.—16 cwt. for steamers.

Mowra Seed.—13 cwt. for steamers.

Niger Seed.—14 cwt. for steamers.

Mowra Flower.—16 cwt. for steamers.

The sanction of the Chamber will now be asked to these additions being formally entered in the Tonnage Scale.

PRINCIPLES ON WHICH THE AWARDS WERE BASED ON CASES SUBMITTED TO THE CHAMBER FOR ARBITRATION UNDER THE RULES PASSED ON 3RD AUGUST, 1880.

Dispute as to whether the steamer or the charterer should pay for extra boats and chronometers ordered by the Custom House officers for the safety of carriage of pilgrim passengers.

(1) Under the charter-party submitted, the owners of the steamer were bound to provide such extra boats and chronometers as the officers of Government might order under the provisions of the Indian Passenger Act, for the carriage of pilgrims.

Dispute as to delivery of cotton.

(2) Cotton should be tendered within business hours, and it should be ready for delivery, *i.e.*, in godown or on one of the bunders. Cotton in boats cannot be considered ready for delivery.

The statements of these cases, and the decisions of the sub-committee of arbitration, are in the record book, which is open to all members of the Chamber.

INLAND TELEGRAPH TARIFF.

The result of the correspondence, referred to in last year's Report, was that the Government of India, by their Resolution dated 31st May last, decided that, from the 1st of July, 1881, the charge for each word beyond the established minimum unit of one rupee for six words should be two annas per word. So far as Government was prepared to admit the principle of the introduction of a word rate for all words in excess of the minimum unit, the communication was satisfactory, but so small a reduction in the rates for longer messages than six words was not likely to give any material encouragement to telegraphing, and this, and the inconvenience of a two annas rate would, to a great extent, nullify the value of the concession. Your Committee, therefore, pressed their former suggestion upon Government that the establised minimum should be eight annas for four words, with one anna more for every additional word: if, however, the Governor-General in Council was unable to grant that concession, they respectfully submitted the following alternative, namely, that the minimum charge be fixed at eight annas for four words, with two annas more for every additional word, or at one rupee for six words, with one anna more for every additional word.

The Government of India, by their Resolution dated 14th November, 1881, have been pleased to direct that the telegraph rules be revised, and have approved of the following tariff:—

The address to be transmitted free in all cases as at present.

Local messages, that is, messages tendered for transmission in ordinary course within a radius of six miles from a central telegraph office.

Four annas for each group of eight words or less.

Deferred messages, that is, messages tendered for transmission at the convenience of the Telegraph Department, but to be delivered at destination early on the following morning.

Minimum charge eight annas for eight words or less, with one anna for each additional word in excess of eight.

Ordinary messages, that is, messages tendered for transmission and delivery in ordinary course.

Minimum charge one rupee for eight words or less, with two annas for each additional word in excess of eight.

Urgent messages, that is, messages tendered for immediate transmission, and delivery with priority over all 'ordinary' messages.

Minimum charge two rupees for eight words or less, with four annas for each additional word in excess of eight.

Press messages to be subject to the same rates as above, but four times the number of words are allowed for each rate.

The revised rules and tariff published with this Resolution will come into force on the 1st January, 1882.

His Excellency the Governor-General in Council is further pleased to direct that, with a view to reduce expenditure and to prevent the State business from unduly interfering with private message traffic all *State* telegraph messages shall be sent as '*deferred*' unless specially marked as '*urgent*' by the sender, and that

no *State* message shall be despatched as an '*ordinary*' message.

PRESS MESSAGES.

The following rules for 'Press' messages in India are sanctioned by the Governor-General of India in Council, with effect from the 1st January, 1882:—

1. A 'Press' message is defined to be a message written in ordinary English language, addressed only to a newspaper or newspapers, and intended for publication in its entirety in such newspaper or newspapers. The message must be one of manifestly public interest, and must contain no commercial news of any kind.

2. All rules and regulations that apply to ordinary messages apply also to Press messages except as regards the charges.

3. In a Press message four times as many words are allowed for the same money as in a private message: the charges will be—

Urgent.—Two rupees for the first 32 words and four annas for every additional 4 words.

Ordinary.—One rupee for the first 32 words and one anna for every additional 4 words.

Deferred.—Eight annas for the first 32 words and one anna for every additional 4 words.

4. In order to prevent any correspondent monopolising the wires to the detriment of other newspapers, the maximum limit of length is 500 words. Press messages can only be accepted for transmission during the working hours of the Telegraph Office at the station of origin.

5. Press messages can only be addressed to newspapers, the names of which have been registered in the

office of the Director-General of Telegraphs, in whom is vested the power of refusing the concession in any particular case unsufficient grounds, or of withdrawing it after it has been granted, should he have reason to believe that the conditions are in any way infringed.—(*Appendix* V.)

A BILL TO PROHIBIT THE LANDING OF CERTAIN STOWAWAYS, AND TO PROVIDE FOR THE RECOVERY OF EXPENSES INCURRED BY GOVERNMENT IN RESPECT OF SUCH PERSONS.

A copy of this Bill, with a Statement of Objects and Reasons, was recently forwarded by Government to the Chamber with a request that the Chamber would favour Government with its views on the Bill.

Your Committee, in disposing of the Bill, observed that they looked with little favour on all such arbitrary and high-handed legislation, and they considered that such a Bill could only be justified by some great and growing practical evil which it was imperative to check or put an end to; and, while they could not answer for the rest of India, so far as Bombay was concerned no such necessity existed. The number of stowaways landed here annually was not great, and of these only a small portion, if any, could have become a burden on the Indian taxpayer. In the absence of further evidence that the stowaways were a great practical nuisance, the Chamber did not think that legislation which bore so hardly not only on them, but on the shipmasters and shipowners who were their victims, was at all desirable.

Copies of the Bill, and of the Report thereon, will be found in *Appendix* W.

BILL FOR THE INCORPORATION, REGULATION, AND WINDING-UP OF TRADING COMPANIES AND OTHER ASSOCIATIONS.

A copy of this Bill, with the Statement of Objects and Reasons, was forwarded to the Chamber, with a request that the Chamber might be moved to favour Government with its opinion on the provisions of the Bill. A Special Committee—consisting of Messrs. C. H. B. Forbes, C. Poole, W. M. Macaulay, R. S. Campbell, T. Forrest, A. Huson, Dinshaw Manockjee Petit, and Nanabhoy Byramjee Jeejeebhoy—was appointed to consider the provisions of the Bill.

The Bill, with the Report of the Special Committee thereon, will be found in *Appendix* X.

INCREASE IN THE RATES OF FREIGHT FROM AGRA AND DELHI TO BOMBAY BY THE B. B. AND C. I. AND RAJPUTANA STATE RAILWAY.

Numerous complaints having been made to the Chamber of the inconvenience and heavy loss to the trade of Bombay from the sudden and great increase in these rates, your Committee addressed Government on the subject. The consequence of the increase was that a trade which had begun to assume important proportions, and which might have been expected to go on increasing, had, since the rates were raised on the 1st November, dwindled down into a mere fraction of its former volume, and would probably very shortly disappear altogether. The published Resolution of the Government of India that the principle of equalization of rates from Delhi and Agra to the Ports of Calcutta and Bombay must form the basis of consideration of all changes in the through rates of all traffic between

these several places, had been received with satisfaction by the whole mercantile community of Bombay, as giving if not all that they had expected at least all that was required to develope a new and important trade, not only to the benefit of this Port, but to that of the rich and important-grain growing districts of Northern India, for which this Port was the natural and cheapest outlet. It was therefore with no small disappointment, to use no stronger term, that they learnt from the columns of a local newspaper that the Government of India had, apparently within a few weeks, very considerably modified their former judgment. The Government of India had not published this second Resolution, and your Committee could therefore offer no remarks on it except to say that if the outline of it which appeared in the local newspaper be correct, it apparently very considerably altered the former plain and unmistakable settlement of the question and left everything again in doubt and uncertainty. The following facts showed the unsatisfactory and unfair position which Bombay now occupied with regard to the important through trade from Agra and Delhi. The present rates for the carriage of grains from these places to Bombay were as nearly as possible 25 per cent. higher than the rates from the same places to the Port of Calcutta, and with such a bulky article as wheat (and it is the wheat trade with these places that is the important one), this 25 per cent. in freight represented about 5 per cent. on its whole prime cost at the district of growth. Weighted with this heavy impost, it was plain that the wheats of Northern India could never in quantity find their outlet to the markets of Europe through the otherwise cheaper and more direct route of Bombay. Your Committee believed that the matter had been fairly settled by the Resolution of the Government of India, of 26th September last, and that any departure from it was a misfortune to the country, and an injustice to Bom-

bay: and they trusted that the influence of His Excellency the Governor would be used to bring about a new settlement that would put matters on a fairer footing both to the Port of Bombay, and to the grain-growing districts in the North-West.—(*Appendix* Y.)

LEAVE OF ABSENCE TO THE SECRETARY.

Mr. J. Gordon, who has been the Secretary of the Chamber since May 1874, applied for leave of absence during the next hot season, leaving it to the Committee to fix the period which would cause least inconvenience to the Chamber. Your Committee decided that leave should be granted to Mr. Gordon from 1st October, 1881, to 31st December, 1882.

Following the precedent adopted by the Chamber in 1855, when leave of absence was granted to the then Secretary Mr. John Connon, your Committee appointed Mr. David Watson to act as Secretary during Mr. Gordon's absence.

RETURNS OF RAINFALL.

These very valuable returns showing the weekly rainfall at the stations on the lines have been regularly supplied to the Chamber, by the G. I. P. and the B. B. and C. I. Railway Companies, during the past season. The thanks of the Chamber are due to the Agents of the Railway Companies for so courteously complying with the wishes of the Chamber in this respect.

REMISSIONS AND REDUCTIONS OF CUSTOMS DUTIES.

A summary of all the changes which have been made by the Government of India, from the 1st December, 1880, to

the 30th November, 1881, in the Indian Tariff, will be found in the appendix, the same being a continuation of the list which appeared in last year's Report.—(*Appendix* Z.)

QUOTATIONS OF EXCHANGE, DISCOUNT, GOVERNMENT SECURITIES, AND FREIGHT, AND OF THE PRICES OF THE PRINCIPAL ARTICLES OF IMPORT AND EXPORT, DURING THE YEAR 1881.

A list of these quotations during the year 1881, compiled from the quotations issued weekly by the Committee, will be found in *Appendix* AA.

CHARTS AND NOTICES OF THE MARINE SURVEY DEPARTMENT.

The Chamber is indebted to the courtesy of Commander A. Dundas Taylor, late I.N., Superintendent of Marine Surveys to the Government of India, for a supply regularly of the very valuable charts constructed by him. These charts, and the notices issued by the Marine Survey Department, are filed in the office of the Chamber, where they are always open to the inspection of members.

MISCELLANEOUS.

Numerous references have been made to your Committee, during the period under review, on points connected with the mercantile and shipping interests of the Port, which were considered and disposed of in the usual manner.

The balance at the credit of the Chamber, on the 30th November, 1881, was Rs. 34,448-12-7, against Rs. 31,636-15-10, on the 30th November, 1880, being an increase in the twelve months of Rs. 2,811-12-9.

The Measurement Fee Account shows a credit balance, in the twelve months, of Rs. 1,147-9-4. The fee for measuring bales of cotton, wool, and hemp was reduced on 15th January, 1881, from 4 pies to 3 pies per bale.

It will be observed, from the statement given below, that there has been a large falling off in the number of miscellaneous packages measured.

STATEMENT showing the total Measurement of Bales and Miscellaneous Packages, with Receipts, Expenditure, &c.

Year ending	No. of Bales Measured.	Receipts	Expenditure.	Surplus Receipts	Excess of Expenditure.
		Rs.	Rs.	Rs.	Rs.
From 18th May 1870 to 30th November 1872	Not recorded	52,215	36,315	15,900	...
From 1st December 1872 to 30th November 1873	1,086,577	16,995	15,291	1,704	...
Year ending 30th November 1874	1,402,379	21,707	18,986	2,721	...
Do. 30th Nov. 1875.	1,474,470	23,039	22,009	1,030	...
Do. 30th Nov. 1876.	1,240,034	19,375	22,355	...	2,980
Do. 30th Nov. 1877.	1,101,318	18,324	21,561	...	3,237
Do. 30th Nov. 1878.	1,040,961	20,837	23,287	...	2,450
Do. 30th Nov. 1879.	887,100	28,808	20,140	8,668	...
Do. 30th Nov. 1880.	1,163,545	33,219	20,084	13,135	...
Do. 30th Nov. 1881.	1,313,592	25,177	24,029	1,147	...

STATEMENT showing the number of Miscellaneous Packages only, with Receipts therefrom measured during the last four years.

Period.	Number of Packages.	Receipts.		
		Rs.	a.	p.
1st Dec. 1877 to 30th Nov. 1878	89,327	2,791	7	6
1st ,, 1878 to ,, 1879	1,55,886	7,980	2	0
1st ,, 1879 to ,, 1880	1,65,182	10,317	10	0
1st ,, 1880 to ,, 1881	1,08,271	6,766	15	0

Your Committee have now only to tender their thanks to the members of the Chamber for their ready attention to all matters on which they have had occasion to consult them; and to express their acknowledgments to His Excellency the Governor-General of India in Council, and to His Excellency the Governor of Bombay in Council for the courtesy and attention with which their representations have on all occasion been received.

Chamber of Commerce, Bombay,
12th December, 1881.

APPENDIX A.

FUNDS OF THE BOMBAY CHAMBER OF COMMERCE FOR 1880-81.

FROM 1st DECEMBER 1880 TO 30th NOVEMBER, 1881.

Disbursements.				Amount.			Receipts.			Amount.		
				Rs.	A.	P.				Rs.	A.	P.
Rent	Rs.	3,300	0 0				Balance at the Credit of the Chamber, on 30th November 1880, as shown in last year's account			31,636	15	10
Deduct amount received from the Bombay Millowners' Association and Mr. Gordon.	,,	1,620	0 0	1,680	0	0	Subscriptions	Rs.	12,820 0 0			
Printing—							Publications	,,	10,067 8 0	*22,887	8	0
Miscellaneous Papers	Rs.	829	0 0				Realized by Sales of Daily and Weekly Trade Returns and Manifests			2,445	13	0
Annual Report	,,	2,269	0 0	3,098	0	0	Received on Cotton Measurement Fee Account of Head Office Charges in connection with the Measurement Scheme from 1st December 1880 to 30th November 1881			2,400	0	0
Advertisements				259	10	0	Do. Millowners' Association's contribution to Statistical Department			1,200	0	0
Newspapers and Books				849	6	0	Do. Interest on Fixed Deposits			1,000	0	0
Office Salaries, Telegrams, Petty Charges, &c.				8,832	13	6	Do. Miscellaneous receipts for copies of Tonnage Scales, &c.			30	0	0
Law Charges				241	8	0	Do. on account of Arbitration Fees in two cases			30	0	0
Stationery				739	13	11	Profit in the Measurement Fee Account for the year ending 30th November 1881 as per Account below			1,147	9	4
Postage and Receipt Stamps				181	12	0						
Daily and Weekly Trade Returns, Manifests, and other Statistics & Stationery	Rs.	4,386	1 6									
Printing do.	,,	6,965	6 8	11,351	8	2						
Millowners' Association Establishment for Statistics				864	0	0						
Municipal Rates and Taxes				231	0	0						
Balance invested as follows :—												
In Fixed Deposit Receipts bearing interest at 4½ and 5 per cent. per annum :—												
Hongkong & Shanghai Banking Corporation	Rs.	14,000	0 0									
Agra Bank, Limited	,,	6,000	0 0									
Cash in Bank of Bombay, including recoveries to date, viz:—												
General Account	Rs.	13,301	3 3									
Measurement Fee Acct.	,,	1,147	9 4	14,448	12	7						
	Total	Rs.		62,778	4	2		Total	Rs.	62,778	4	2

* Not including Subscriptions and Publications for November, 1881, which amounted to Rs. 1,973-0-0.

MEASUREMENT FEE ACCOUNT FOR 1880-81.

To Disbursements, Salaries, Stamps, and Printing, from 1st December 1880 to 30th November, 1881	Rs.	24,029	6 10	By Receipts from Fees	Rs.	25,177	0 2
Balance	,,	1,147	9 4				
Total	Rs.	25,177	0 2	Total	Rs.	25,177	0 2

APPENDIX B.

INCREASE IN THE GRAIN RATES OF THE G. I. P. RAILWAY COMPANY.

No. 29 of 1881.

CHAMBER OF COMMERCE, BOMBAY, 21*st January*, 1881

To the PRIVATE SECRETARY to HIS EXCELLENCY the GOVERNOR of BOMBAY.

SIR,—I am desired by the Committee of the Chamber of Commerce to bring to the immediate notice of His Excellency that the G. I. P. Railway Company propose to increase from the 24th instant their special grain rates from the stations in the Central Provinces to Bombay.

As this sudden and arbitrary proceeding on the part of the Railway Company is calculated not only to affect most injuriously the export trade of Bombay, but also, by heavily increasing the cost of food-grain, the interests of the general public, the Committee would earnestly urge upon His Excellency that a telegram should be despatched to the Secretary of State for India strongly advocating that no change should be made for at least six months, and until the question has been more thoroughly considered.

The Chamber also proposes to send the following telegram to the Board of Directors of the G. I. P. Railway Company :—

"Proposed sudden increase of grain rates will seriously disturb trade. Strongly urge postponement any change during this season. Traffic prospects most favourable."

Should His Excellency require any further information as to the emergent nature of the case, the Chairman of the Chamber and other members of the Committee will be happy to wait upon him this afternoon, at any hour that may suit His Excellency's convenience.—I have, &c.,

J. GORDON, Secretary.

SECRETARIAT, 21*st January*, 1881.

To the SECRETARY CHAMBER of COMMERCE.

SIR,—With reference to your letter regarding the increase in the grain rates on the G. I. P. Railway, H. E. the Governor desires me to say that if the Chamber has not already telegraphed to the Directors, he will be very glad to see the deputation, but thinks it will be well if the Agent G. I. P. is present at the same time. H. E. would propose therefore to receive the deputation here at twelve

o clock to-morrow ; and if you will let me know whether this hour will suit the deputation, H. E. will invite the Agent G. I. P. to be present at the same time.

Kindly reply by bearer.—Yours faithfully,

C. G. W. MACPHERSON.

No. 30 of 1881.

BOMBAY CHAMBER OF COMMERCE, 21*st January*, 1881.

To the PRIVATE SECRETARY to HIS EXCELLENCY the GOVERNOR of BOMBAY.

SIR,—In reply to your letter just received, I am desired to state, for the information of His Excellency, that the despatch of the proposed telegram to the Board of Directors of the G. I. P. Railway Company has been deferred, pending the receipt of His Excellency's reply ; but as it is of the greatest importance that the subject should be reconsidered by the Board of Directors to-morrow at latest, and, if possible, a postponement of the new grain tariff secured before it can come into operation on Monday morning, the Chamber is anxious, unless His Excellency sees any objection to it, to despatch the telegram without delay. This, it seems to the Chamber, would not in any way lessen the great importance of a telegraphic communication of the Chamber's views by His Excellency to the Secretary of State, and with that object in view, the deputation will be happy to wait upon His Excellency at noon, or any earlier hour to-morrow, when the Agent of the G. I. P. Railway Company might be invited to be present.—I have, &c.,

J. GORDON, Secretary.

PAREL, 22*nd January*, 1881.

From the PRIVATE SECRETARY to HIS EXCELLENCY the GOVERNOR of BOMBAY to J. GORDON, Esq., Breach Candy.

Your letter. The Governor as at present advised still thinks your proposed telegram to Directors undesirable if His Excellency is to move in the matter, twelve noon to-morrow at Secretariat will suit if your telegram not then sent.

No. 31 of 1881.

CHAMBER OF COMMERCE, BOMBAY, 22*nd January* 1881.

To the PRIVATE SECRETARY to HIS EXCELLENCY the GOVERNOR.

SIR,—I am desired to state in reply to the telegram received this morning, that, in deference to His Excellency's opinion the telegram which the Chamber proposed to send to the Board of Directors of the G. I. P. Railway Company has not been despatched, and that the

deputation will do themselves the honour of waiting upon His Excellency at noon to-day.—I have, &c.,

J. GORDON, Secretary.

DEPUTATION TO H. E. THE GOVERNOR.

On Saturday, at mid-day, H. E. Sir James Fergusson received deputations from the Bombay Chamber of Commerce, and from the native merchants of the city, regarding the proposed increase in the grain rates on the G. I. P. Railway. The deputation from the Chamber of Commerce consisted of the Hon. J. N. Graham, Mr. G. A. Kittredge, Mr. H. A. Richardson, Mr. Meilli, and Mr. John Gordon (the Secretary). Mr. Kittredge also represented the deputation of native merchants, which included the following:—Messrs. Mooljee Jewraj, Laljee Kutchra, Soorjee Jeewandas, Lukhumsee Nuppoo Nensee, Bharmul Ruttonsee, Nursey Mowjee, and Rhemoobhoy Jewraj. Shortly after the time announced for the reception of the deputation, H. E. the Governor entered the room, accompanied by Colonel Hancock, Mr. G. A. Barnett, and Mr. Henry Conder, representing the G. I. P. Railway Company.

H. E. the Governor, having expressed his pleasure at receiving the deputation, remarked that it had struck him that the object of the deputation was only to secure the postponement of the enforcement of the rates. If so, he did not think it would be necessary for the local Government to interfere. If, on the other hand, the deputation wished to discuss the matter on its merits, he should be glad to see what could be done.

The Hon. J. N. Graham, who was almost inaudible, was understood to reply that the postponement of the rates was the main object of the deputation. With regard to the question he had not much to say, excepting that the nature of the trade was such that it was done very much in advance, reliance being placed on the fixity of the charges which are enforced. Those who had made contracts would have to incur very heavy charges in consequence of the increase of rates.

H. E. the Governor said he understood that the object of the Company was to raise the Jubbulpore local rate for food-grain to the same rate as that charged from Nagpore. They did not propose to touch the through traffic coming off foreign lines. They merely meant to equalise the local rates from Jubbulpore and Nagpore.

Mr. Barnett said the through rates had not been raised.

H. E. the Governor—Which rates are raised?

Mr. Barnett—The local rates.

H. E. the Governor—The rates from intermediate stations to Bombay?

Mr. Barnett—Yes.

The Hon. J. N. Graham observed that their objections were based chiefly on the suddenness of the change. The alteration came upon them without any warning, and it was for this reason that they objected to the change. If there were good grounds for the change he did not know that they should object to it. They were, however, strongly of opinion that the traffic this year would be such that there should be no necessity to increase the rates. However, this was a question which was perfectly open to argument, and if good and satis-

factory reasons were given for the increase from Jubbulpore they would have nothing more to say. The main question which the Chamber of Commerce desired to bring forward was the sudden and arbitrary character of the change.

H. E. the Governor said of course the main point was whether the change would inflict a loss upon traders who had entered into contracts, and whether it would effect existing bargains.

The Hon. J. N. Graham said it would undoubtedly affect them, and it would, moreover, affect all the produce in the country remaining to be brought down. That produce must come down. The merchants would be the first losers, and the next losers would be the producers of grain. The effect of the change of rates upon trade would be very serious ; in fact, they were inclined to believe it would be almost paralysed. The results to the producers up-country whose grain has already been subjected to a tax would be very serious and make their losses in the future more than they had sustained in the past.

H. E. the Governor—You say that not only will the existing contracts be affected, but the great trade of Bombay be checked by the imposition of this extra tax. Well, that is an argument against any change ; but I put this to you : is it not the case that similar grains are brought from distances beyond Jubbulpore, and, consequently, they have to bear a higher gross railway charge ?

The Hon. J. N. Graham said he was not sufficiently conversant with the subject to say that. He had not been able to go so minutely into the matter as he should like to have done ; but his impression was that any important variation in the rates would drive the trade the other way, on to Calcutta by the East Indian line.

H. E. the Governor—Is it not certain that the G. I. P. Railway Company do not want to discourage this traffic on their line ?

The Hon. J. N. Graham—Probably they do not. That is a question open for discussion hereafter. Our great contention is that the alteration in rates ought to be postponed, without reference to what may be necessary ultimately.

H. E. the Governor said that no doubt was the question. Perhaps some gentlemen would explain the matter on behalf of the native gentlemen.

His Excellency pointed out that the Company were within their rights in thus proposing to raise the rates. He would however put it to the Agent that it might reasonably be thought to be a hardship that the rates should be raised so suddenly as to interfere with existing contracts, and the Agent might consider that his discretion allowed him to give such time as would allow of the existing contracts being worked out. If the Agent could go so far, this course would be satisfactory ; but in case he could not, he could, at least, put their representations before the Board of Directors.

Mr. Kittredge said the position the natives took, putting aside for the time being their views of the principle of raising the rates, was this—that the want of any previous notice had misled them, and that they would now be heavy losers and through no fault of their own. They wished to remind H. E. that for twenty-five or thirty years the G. I. P. Railway had been carrying this traffic. There had never been any intimation of a rise ; all the changes made had been towards reduction, consequently the merchants had not the slightest reason to suspect when they made their contracts for some six lakhs of candies

three months ago, that there was any danger whatever of an increase in the railway charges. They contend that they are not at fault, and that the action of the Railway Company will be to take about ten lakhs from their pockets and put it into the treasury of the Railway Company. This money is not taken generally from the trade or from the public ; it is not a charge or a loss which will be generally distributed, but will come wholly from the pockets of those who have already made contracts for grain not yet delivered. It will be a tax on them of about ten lakhs. The trade at present is not conducted as it used to be twenty years ago, when a man bought goods on order or shipped on his own account, waiting for months the result of his shipment. Now unless a man buys ahead from two to six months he can do nothing. The only chance of doing business in competition with Russia, the United States, and Calcutta is to make contracts ahead using all the information within one's reach and exercising the shrewdest foresight. Particularly in the seed trade contracts were made in October and November, or as soon after the planting, as it was possible to conjecture the outturn of the crops. And these crops would not be gathered in till March. It must be known to the railway authorities that such contracts are not unusual transactions. Now if this advance is insisted on the result must be that these native dealers must lose themselves the extra charge for freight, or they must become insolvent and throw the loss on to the European purchaser here. He, again, must bear it, or else must himself repudiate the contract, and throw the loss on the buyer in Europe to whom the seed has been sold. Out of the pockets of a very few will come the ten lakhs that go into the G. I. P. treasury, and the result must be the greatest disturbance to the trade and ruin to many innocent people. Now, if notice of the intended advance had been given in July or August last, no harm to individuals would have resulted. Such timely notice was, too, within the power of the Company, and no harm could have resulted to them from it. The railway officials contend, believed, that had early notice been given, goods would have been hurried down to escape the new rate. But the new rate was intended to apply to the large new crop, and it was manifestly impossible that wheat and seeds gathered only in March could be sent to Bombay in the December preceding, whatever might be the inducement in rates. The native merchants contended therefore that there was no justification whatever for this sudden action on the part of the railway authorities, and that they were, therefore, bound to let the new rates stand over till the following season. But they went further and unhesitatingly expressed their belief that the Railway Company would find this postponement to be to their advantage. It was now four years since the rates for grain and seeds had been lowered. It had been succeeded by two years of prosperity, but then came two years of small traffic, which had naturally discouraged the Company. But these two years had not been without cause : they were the result of three years of the most disasterous famine India has seen for a century, and this was supplemented by the most general and most severe business depression which the world has ever known. Now, however, the turn had come ; the reserve stocks consumed in the famine had been recovered, and there was nearly ready for gathering and for export the largest crop ever known. The Railway Company, therefore, who had unfortunately had two years of a low tariff and

small traffic, were raising their rates just as they have at hand the large traffic which will make the low tariff a success. The native merchants believe that if the Railway Company will postpone the change for six months, the result will be to lead them to see their own interest in a permanent maintenance of the low tariff. Mr. Kittredge believed that the figures of the last two months, which could not have been before the railway Directors when they discussed this question, would support him. In the early part of the year the traffic had been small, but for the three months at the end it had, he believed, shown a considerable advance over the previous year. This was a sign of the large crop of the coming season. The natives would not open their reserve stores of grain until satisfied regarding the new crop. Consequently before November very little trade was done. After that, however, the prospects of the new crop were assured, and the result was large shipments of grain and seeds for export. If they looked at the figures of the Exchange Report which he held in his hand, it would be seen that while in 1879 only 6,000 tons of wheat were shipped in 1880, 94,000 tons were exported, and the larger part of this had gone forward in the past few months. The same held true of seeds. If the question came up hereafter as to the lowering of rates, these arguments will be brought forward to prove that, in the interests of both the Railway Company and the country, the rates should be low. The point they wished to urge upon the Company now is the suddenness of the intimation, which has actually paralysed the trade, and it was asked that the rise may be postponed.

Mr. Barnett said that the Company understood Mr. Kittredge to say yesterday that the trade would be perfectly satisfied if the rise were suspended to the beginning of May.

Mr. Kittredge said he had been making enquiries since among both European and Native merchants, and found that many large contracts had been entered into which could not be liquidated until the middle of June, as all the crop will not be gathered in until that time.

Mr. Graham said that in regard to the rates mentioned in the report of Mr. Julian Danvers, it is shown that the lowest rate in India is 100 per cent. higher than that in America with which country we are competing.

Sir James Fergusson said that the comparison with America was not an equal one, as there the railways could be worked at a loss on account of their being able to sell half the land on each side of the line.

Mr. Kittredge remarked that the American railways worked on the principle that they must work for a certain number of years at a loss, and they have been working for about ten years making no profit at all; only now are they doing well.

Mr. G. A. Barnett said he thought possibly the strong feeling evinced in the matter would induce the Board of Directors to give it their consideration. He thought the question of the change of rates had been rather exaggerated. He did not think that the contingencies of increases in the rates had been greater than the probabilities of fluctuations in exchange and rises in freight. Such things must take place in all commercial transactons. There were much greater variations in freights than the increase they had put upon the grain charges. However, considering the very strong feeling which had

been expressed with regard to these contracts, he would be willing to postpone the increase in rates for a fortnight, in order to allow time for communication with the Board of Directors; and if the Board desired it, at the expiration of that time the introduction of the increased rates might be further postponed. He would therefore engage, on his own authority, that the increased rates should not be introduced for a fortnight. He would ask the Chamber to give him something he could send to the Board.

Mr. Kittredge asked Mr. Barnett if he would not postpone the matter for a month.

Mr. Barnett replied that he thought a fortnight would be sufficient.

The Hon. J. N. Graham said in the meantime the trade, which ought to be proceeding briskly, would be to a large extent paralysed.

Mr. Barnett said his reason for not wishing to extend the period beyond a fortnight was because he was convinced that traffic would be stopped until the Board's communication was received. He could not say less than a fortnight, because the Board only meet on Fridays and there would not be time to receive their reply in less time.

In reply to a question from H. E. the Governor, Mr. Barnett said he meant that trade would be stopped so far as the making of contracts went.

H. E. the Governor suggested that contracts might be made conditionally, that in the event of the rates being raised for carriage the cost would be so much more.

Mr. Kittredge said that could not be done.

Mr. Conder remarked that they had no more reason to think that the railway charges were fixed rates than any others.

Mr. Kittredge—I beg your pardon. When we have gone, I think, twenty-five or thirty years with the same rates without a hint being given that they were to be increased—when the whole tendency has been to drop rates—when we know that the views of Government are in favour of lower rates and increased traffic—I think we had every reason to believe that the rates would not be raised.

The Hon. J. N. Graham said he might mention, in a communication received from Government, it had been implied, if not expressed, that the tendency was to lower the rates.

Colonel Hancock said he did not know what communication was referred to, unless it was the one regarding the Famine Commission; but most certainly the tendency on the part of the Government of India in regard to all State Railways, and railways of which they have the conduct, was to encourage the traffic on those lines. At present the G. I. P. line was only working two-thirds of its full capacity.

Mr. Barnett said he thought he ought to say, unless it should be misunderstood, that it had always been the desire and the policy of the Directors to reduce the rates, and examination of past records of the Company would show that the rates had been materially reduced from time to time. The Directors wrote to him that they proposed this increase in the rates with the greatest possible reluctance; because they considered that their business had been carried on for two or three years at unremunerative rates; and they put it to the public, that it was as reasonable that they should make profit as any other business in which capital was invested.

H. E. the Governor observed that they had accomplished all they could hope to do at present, by obtaining the promise that the in-

crease should be postponed for a fortnight, to allow an opportunity for the representation of the case to the Directors at home.

After some further conversation of an unimportant character, the deputations withdrew.

The following communication was subsequently drawn up and forwarded to the Agent to the G. I. P. Railway :—

CHAMBER OF COMMERCE, BOMBAY, *22nd January*, 1881.

To the AGENT of the G. I. P. RAILWAY COMPANY.

DEAR SIR,—In accordance with the request made by yourself at the interview to-day with His Excellency the Governor, I am directed to lay before you concisely the views of the Chamber with regard to the proposed increase of rates on the G. I. P. Railway. There is not time this afternoon before the departure of the mail to go as fully into the subject as the Committee would otherwise desire.

The question of the increase of rates in itself the Committee do not propose to touch upon at this time; they will, later on, lay their views before you; for the present, they confine themselves to the subject of the very short notice given of the proposed change. The advertisement only appeared in the newspapers of the 15th instant; merchants were only able to obtain printed schedules of the new rates on the 19th instant, while the new rates were to come into operation on the 24th.

You are no doubt aware of the condition of the trade in wheat and seeds. Immediately after the planting of the crops in September and October, very large contracts are made for delivery in March, April, and May. These contracts are made by the European houses with native dealers, and sales are then made for delivery in Europe. There is probably no trade in which so large transactions are made for future delivery. As this is the custom of the trade also in Calcutta, in America, and in other parts of the world from which wheat and seeds are shipped, the Bombay merchants have no option but to follow the same policy; and it is estimated that future contracts have been made for wheat and seeds deliverable from March to May amounting to six hundred thousand candies of 750 lbs. each. The loss to the merchants, which will be caused by the increase in your rates, is estimated at over £100,000.

Ever since the G. I. P. Railway was open for traffic, the policy of the Company has been uniformly towards a

diminution in rates. Not in a single instance during a term of more than 25 years, during which the Company has been working, have the rates been raised. The Committee contend therefore that, with no intimation whatever of the proposed increase in rates, the merchants, both European and Native, had a right to make their contracts as usual in previous years, basing them on the then advertised rates of the Company. The effect, however, of the extra cost mentioned above will be to give the abovenamed sum of not far from £100,000 to the Railway Company, but at the expense of a few merchants who must complete their contracts at the above heavy loss, or declare themselves insolvent in consequence of it.

But the evil does not stop here, for, if the Railway Company insist upon their right to advance rates without any previous notice, contracts for future delivery must cease, and the trade will find its way to other large emporiums, where such contracts are possible. It must be remembered that Bombay, in these different kinds of trade, is only one of a large number of competitors, and in these days of close competition, following upon the general use of steam and the telegraph, a very slight disadvantage suffices to put a competitor out of the list altogether.

If notice of the intended increase had been given in July or August last, merchants would have made their arrangements accordingly, and such early intimation would have caused little or no loss to the Railway Company. The crops of wheat and seeds are only gathered after February, and nothing would have prevented the new rates from applying to the coming crops, which promise to be so large. There would therefore seem to the Committee to be no reason why timely notice was not given; and the Committee urge, therefore, that merchants can justly claim that the proposed increase be now deferred until the middle of June, when the contracts will be completed. It seems to the Committee hardly fair that a few merchants should be made very heavy sufferers through no fault of their own.

The Committee believe that if the Directors would be willing to postpone the proposed increase of rates for another year, the result of the year's working would show the lower tariff to be beneficial to the Company. The Committee recognize the discouraging aspect of the last two years, but they feel confident that these were exceptional, and that the light traffic was the result of three years of

unprecedented famine, supplemented by the most severe and the most general business depression which the world has ever known. The harvest of the coming season promise to be the best India has ever seen, and the Committee believe that, with the low tariff, the Railway Company will now secure that large traffic, which, they are aware, can alone make a low tariff a profitable one. The Committee believe, therefore, that the Company will lose nothing by adopting the step which justice to the merchants seems to them to demand.—I remain, &c.,

J. GORDON, Secretary.

GREAT INDIAN PENINSULA RAILWAY COMPANY,

29th January, 1881.

MY DEAR MR. GRAHAM,—The Board postpone the increase to the grain rates until the 1st May, this I think ought to fully meet the complaint as to shortness of notice.—Yours sincerely,

G. A. BARNETT.

CHAMBER OF COMMERCE, BOMBAY, *28th March*, 1881.

To the AGENT of the G. I. P. RAILWAY COMPANY, Bombay.

DEAR SIR,—The Committee of the Chamber of Commerce had the honour of addressing you on the 22nd January last on the subject of the proposed increase in the rates for the carriage of grain on the G. I. P. Railway, and I am directed to convey to you their thanks for the consideration which you then gave to their representations in postponing the introduction of the new tariff until the 1st of May next. They now desire to address you on the question of the increase of rates in itself, and on the necessity and the policy of such a measure.

From the Statement marked A appended hereto, the proposed increase, it will be seen, varies from 3·36 per cent. to 21·79 per cent. over the present rates.

The Committee understand that the reason which has induced the Railway Company to take this retrograde step is the falling off in its grain traffic in the years 1878-79 and 1879-80. These, and the two preceding years, were of an entirely exceptional character. The famine which began in the autumn of 1876 lasted nearly three successive years. The traffic in food-grain in 1876, 1877, and 1878 was

heavier than usual, because of the famine requirements, but in the two succeeding years there was a large falling off, which is more particularly observable in the main articles of export, namely, wheat and oil-seeds. During the famine period the Railway was monopolized by the Government for the carriage of grain to the famine districts, to the restriction of the export traffic, and it was natural that the export trade should for a time suffer from this forced interruption. Again, the crops of 1878-79 were, from excessive rains, shorter than in any previous year, and the deficiency, with the consequent high prices ruling in India, and the general depression of trade throughout the world, helped, as will be shown presently, to restrict exportation. So rapidly, however, is the country recovering from the effects of the famine that in the year ending with this month there has been a very large export of oil-seeds, while the export of wheat is nearly three times greater than in any previous year.

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The Committee are aware that the proposed increase is within the authorized maximum, but the traffic returns of the Company give no grounds for supposing that such a step is necessary: on the contrary, the returns show that the increase in the grain traffic since the famine period has, if compared with the traffic previous to September 1875, when the present tariff was introduced, been considerable, and quite as large as could reasonably have been expected. Appended to this letter is a statement of the weight and earnings of food-grain and oil-seeds carried by the Railway from 1st January 1874 to 31st December 1880. With the exception of the half-year ending 31st December last, the figures have been extracted from the Analyses of the G. I. P. Railway Company's half-yearly Revenue Accounts, which His Excellency the Governor in Council has kindly supplied to the Chamber; the figures for the half-year ending 31st December 1880 have been obtained at the Railway Office. From this statement it will be seen that, in the three half-years preceding September 1875, the total weight of food-grain, including wheat, and of oil-seeds, carried by the Railway was as follows:—

	Tons.
Half-year ending 30th June 1874	172,032
Do. 31st December 1874	119,584
Do. 30th June 1875	177,997
Total...Tons.	469,613

that the total weight carried in the half-year ending 30th June 1876, after the present tariff had come into force and before the grain traffic was affected by the famine, had risen to 275,090 tons ; and that in the three half-years from 1st July 1879, when the famine demand had ceased, to 31st December last, the total weight carried was as follows :—

	Tons.
Half-year ending 31st December 1879	160,769
Do. 30th June 1880	296,161
Do. 31st December 1880	192,739
Total...Tons	649,669

being an increase in the total weight carried in these half-years of 38 per cent. over the weight carried in the three half-years preceding the present tariff. These results, it seems to the Committee, prove the soundness of the policy which the Company pursued in September 1875 in reducing their rates, and the great benefit which has accrued therefrom to the several interests concerned.

Since the reduction of the grain rates in September 1875, wheat and oil-seeds have been largely exported, and, except in the years 1878 and 1879, the increase has been maintained. The following table shows the weights of these articles exported in the official years commencing 1st April 1874 and ending 31st March 1881 :—

	Wheat, tons.	Oil-seeds, tons.
1874-75	31,684	53,458
1875-76	41,852	154,642
1876-77	61,704	137,296
1877-78	57,972	158,388
1878-79	6,500	82,122
1879-80	16,659	75,832
1880-81	166,000	150,943

Nothing, it appears to the Committee, could be more satisfactory than these results. The diminution of exports in 1878-79 and 1879-80 was mainly due to the exceptional circumstances already adverted to. In every other year the increase has been large and fairly progressive, and it is worthy of note that, while the exports of wheat and oil-seeds for the year ending with this month (being the first year of the country's recovery from the effects of the famine) are together larger than in any previous year, the rate at which the shipment of wheat and seeds is at this moment progressing encourages the belief that the exports of the year 1881-82 will be larger still.

Having regard to these results, the Committee need hardly trouble you with any remarks as to the policy of the proposed increase of rates, but the Railway Company will doubtless recognize the fact that its best interests are involved in the encouragement of the export trade The development of that trade set in with the reductions in the G. I. P. rates of carriage in September 1875, and the Committee have no hesitation in affirming that if the impolitic movement now contemplated of increasing the grain rates is persisted in, it will have the effect of immediately checking that development, and perhaps of ere long annihilating the trade. Satisfactory as the effect of those reductions has, on the whole, been on the export trade, it has always been felt by the Chamber that if changes in the tariff were possible, it should be in the direction of further concessions being made by the Company, as these would certainly have had a most beneficial effect upon the trade. Such concessions would have brought from Delhi, and Cawnpore, and other places in Upper India, large quantities of oil-seeds, wheat, &c., which have only struggled down to Bombay occasionally, and they would have tended to render the export of wheat from this port continuous under changing circumstances of freight and exchange. Hitherto the export has been uncertain, and so sensitive is it to any increase of charge that it frequently ceases when the rate of freight by steamer rises even 2s. 6d. or 5s. per ton. Previously to the reductions in the rates of carriage in September 1875, wheat, and other surplus produce, were kept back in the interior, where they were left to perish in thousands of tons for want of markets, and if it be borne in mind that Indian wheat has now to compete in foreign markets with the yearly and ever-increasing importations on an enormous scale from America, it is more likely that what took place in former years will again occur than that the contemplated increase of rates will result in an increase in the traffic receipts of the Railway Company.

The Committee, in conclusion, desire me to express their hope that as the grain traffic since the famine period shows on the whole very satisfactory results, and the export trade is very active under the encouragement of the present tariff, the Railway Company will cancel its notification of the 23rd January last, and abandon its intention of increasing its grain rates, which would, they consider, be a retrograde and impolitic step, affecting injuriously the country gene-

rally, the export trade of Western India, and the permanent interest of the Railway itself.—I have, &c.,

JOHN GORDON, Secretary.

A.

STATEMENT showing the present and proposed Rates per Maund for Grain carried to Bombay by the G. I. P. Railway, the Increase per Indian Maund and per Ton; and the percentage of increase on Present Rates.

To Bombay from	Present rates per Maund.	Proposed rates per Maund.	Increase per Maund.	Increase per Ton.	Per-centage.
	A. p.	A. p.	A. p.	Rs. a. p.	
Jabalpur	10 5	11 0	0 7	0 15 10	5·60
Mirganj	10 5	11 0	0 7	0 15 10	5·60
Shahpura	10 5	11 0	0 7	0 15 10	5·60
Chindwara	10 5	11 0	0 7	0 15 10	5·60
Karakbel	10 5	11 0	0 7	0 15 10	5·60
Nursingpur	10 5	11 0	0 7	0 15 10	5·60
Kareli	10 3	11 0	0 9	1 4 5	7·31
Bohani	10 1	11 0	0 11	1 8 11	9·09
Gadawara	9 11	11 0	1 1	1 13 6	10·92
Mohapani	10 2	11 0	0 10	1 6 8	8·19
Babai	9 9	11 0	1 3	2 2 0	12·82
Bankheri	9 7	11 0	1 5	2 6 6	14·78
Piparia	9 4	11 0	1 8	2 13 4	17·85
Sohagpur	9 2	11 0	1 10	3 1 10	20·00
Semri	9 0	10 10	1 10	3 1 10	20·37
Bagra	8 11	10 9	1 10	3 1 10	20·56
Rampur	8 8	10 5	1 9	2 15 7	20·19
Harsi	8 7	10 4	1 9	2 15 7	20·38
Dularia	8 5	10 2	1 9	2 15 7	20·79
Dharamkundi	8 4	10 1	1 9	2 15 7	21·00
Sioni	8 2	9 10	1 8	2 13 4	20·10
Pagdhal	8 0	9 8	1 8	2 13 4	20·83
Timarni	7 10	9 6	1 8	2 13 4	21·27
Harda	7 9	9 4	1 7	2 11 1	20·43
Bhiringi	7 6	9 1	1 7	2 11 1	21·11
Kirkian	7 4	8 11	1 7	2 11 1	21·57
Harsud	7 2	8 8	1 6	2 8 10	20·93
Bir	6 11	8 5	1 6	2 8 10	21·68
Jawar	6 9	8 2	1 5	2 6 7	20·98
Khandwa	6 6	7 11	1 5	2 6 7	21·79
Nagpur	9 8	10 0	0 4	0 9 1	3·41
Bori	9 8	10 0	0 4	0 9 1	3·44
Sindi	9 8	10 0	0 4	0 9 1	3·44
Paunar	9 8	10 0	0 4	0 9 1	3·44
Wardha	9 8	10 0	0 4	0 9 1	3·44
Degaon	9 8	10 0	0 4	0 9 1	3·44
Pulgaon	9 8	10 0	0 4	0 9 1	3·44
Dhamangaon	9 8	10 0	0 4	0 9 1	3·44
Chandur	9 8	10 0	0 4	0 9 1	3·44
Badnera	9 8	10 0	0 4	0 9 1	3·44
Kurum	9 8	10 0	0 4	0 9 1	3·44
Mauna	9 6	10 0	0 6	0 13 7	5·26
Murtizapur	9 4	10 0	0 8	1 2 1	7·14
Borgaon	9 1	10 0	0 11	1 8 11	10·09
Akola	8 10	10 0	1 2	1 15 9	13·20
Paras	8 7	10 0	1 5	2 6 6	16·50
Amraoti	9 11	10 3	0 4	0 9 1	3·36

B.

Weight and Earnings of Food-grain and Seeds carried by the G. I. P. Railway.

Period.	Food-grain including Wheat.		Oil-Seeds.		Total.		Remarks.
	Weight.	Receipts.	Weight.	Receipts.	Weight.	Receipts.	
	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
Half-year ending							
30th June 1874 ..	134,084	13,33,839	37,918	7,56,441	172,032	20,90,380	
Do. 31st Dec. 1874..	97,961	9,53,767	21,623	3,89,719	119,584	13,43,486	
Do. 30th June 1875..	105,786	10,87,948	72,211	14,57,604	177,997	25,45,552	
Do. 31st Dec. 1875..	110,006	13,01,741	40,579	5,81,986	150,585	18,83,727	
Do. 30th June 1876..	151,742	17,89,219	123,348	18,02,142	275,090	36,01,361	
Do. 31st Dec. 1876..	272,804	40,29,476	28,438	3,93,909	301,242	44,23,385	
Do. 30th June 1877..	a 376,698	61,95,497	89,174	12,94,708	464,872	74,90,205	
Do. 31st Dec. 1877..	358,696	59,57,637	54,127	8,40,757	413,023	67,98,394	
Do. 30th June 1878..	b*260,388	37,52,481	c44,218	6,36,520	304,606	43,89,001	*Wheat, Tons. 64,406
Do. 31st Dec. 1878..	* 198,753	30,76,357	30,251	4,47,615	229,004	35,24,002	* Do. 31,612
Do. 30th June 1879 .	* 290,477	40,38,842	47,334	7,00,408	337,811	47,39,250	* Do. 62,811
Do. 31st Dec. 1879..	* 185,928	16,52,154	21,841	3,36,209	160,769	19,88,363	* Do. 39,621
Do. 30th June 1880..	* 204,702	25,94,686	91,459	13,36,831	296,161	39,31,517	* Do. 78,139
Do. 31st Dec. 1880..	* 152,937	18,75,877	39,802	5,67,471	192,739	24,43,348	* Do. 83,972

(*a*) The large increase in weight of and Receipts from food-grain is due almost entirely to the Famine, and to the development of the Export Trade in wheat.

(*b*) The large decrease in Food-grain Traffic is due to the cessation of the demand for grain for Famine purposes.

(*c*) Decrease in Linseed owing to the small demand for this commodity in the market.

No. 93 of 1881.

Bombay Chamber of Commerce, 29*th March*, 1881.

To the Secretary to Government, Public Works Department, (Railway).

Sir,—I am directed to forward herewith, for the information of His Excellency the Governor in Council, twelve copies of the letter which the Committee of the Chamber of Commerce have addressed to the Agent of the G. I. P. Railway Company regarding the increase in the rates for the carriage of grain which the Company propose to introduce on the 1st of May next.

The Committee believe that this increase of rates, if enforced, will injuriously affect the public interests and the export trade of this Presidency, and consequently the Railway itself; and they desire me to express their earnest hope that His Excellency may be pleased to favour the Chamber by transmitting, by the first mail, copies of the letter to Her Majesty's Secretary of State for India, and by urging His Lordship to bring his influence to bear upon the Board of Directors

of the G. I. P. Railway in London to induce them to abandon their intention of increasing their grain rates.—I have, &c.,

J. GORDON, Secretary.

No. 867 of 1881.

PUBLIC WORKS DEPARTMENT (RAILWAY),

BOMBAY CASTLE, 1*st April*, 1881.

To the SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter of the 29th instant relative to the proposed increase in the rates for the carriage of grain and seeds on the G. I. P. Railway, and to state that, in accordance with the request therein made, copies of your letters were forwarded to Her Majesty's Principal Secretary of State for India by yesterday's mail.—I have, &c.,

H. F. HANCOCK, Colonel, R.E.,
Joint-Secretary to Government.

No. 3767.

GREAT INDIAN PENINSULA RAILWAY COMPANY,

BOMBAY, 6*th April*, 1881.

J. GORDON, Esq., Secretary Chamber of Commerce, Bombay.

DEAR SIR,—I have to acknowledge receipt of your printed letter dated 28th March, ultimo, with the two statements attached thereto, as to the proposed increase in our rates for carriage of grain, which will be forwarded to the Board of Directors for their consideration.—Yours faithfully,

H. C. RADFORD, Secretary.

No. 117 of 1881.

BOMBAY CHAMBER OF COMMERCE, 26*th April*, 1881.

G. A. BARNETT, Esq., Agent G. I. P. Railway Company, Bombay.

DEAR SIR,—With reference to our interview on Friday last, I mentioned to the Committee that in forwarding the Chamber's letter of the 28th ultimo regarding the increase of the Company's grain rates on the 1st May next, you had requested the Board of Directors to telegraph to you their decision. The Committee, however, apprehend that it is just possible that the Board may consider their reply to the native grain merchants' Memorial on the same subject to be final and that they may not therefore consider it to be necessary to telegraph to you, and the Committee would therefore be much obliged to you, as the matter is of great importance and there is no

time to be lost, if you would kindly again request the Board by telegraph to telegraph to you their decision. I may remind you that the subject will probably be discussed by the Board at their meeting on Friday next.

The Committee desire me also to say that they consider it of great importance that the fact of the continuance of the large traffic should be prominently brought under the notice of the Board when they are considering the Chamber's Memorial, and they would therefore be glad if you would kindly also send to the Board a telegram to the effect that the Chamber in support of their Memorial represent the continuance of the large traffic which shows no signs of diminishing.—I remain, &c.,

J. GORDON, Secretary.

No. 4606.

G. I. P. RAILWAY COMPANY, AGENCY, 27*th April*, 1881.

The SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—I have to acknowledge the receipt of your letter of 26th inst., and to advise you in reply that a telegram shall be sent to the Board in accordance with the request of the Chamber.—I am, &c.,

H. J. P. THOMSON, Secretary.

G. I. P. RAILWAY COMPANY, 30*th April*, 1881.

MY DEAR GORDON,—The Board in a message just received, confirm their former instructions.—Sincerely yours,

G. A. BARNETT.

BOMBAY CHAMBER OF COMMERCE, 30*th April*, 1881.

MY DEAR MR. GRAHAM,—The G. I. P. Railway Board confirm their former instructions, and the increased rates will therefore come into force on the 1st of May.

On receiving this intimation, the Committee met at noon to-day, and despatched the following telegram direct to the Government of India, namely,—

"G. I. P. Railway have notified increase of three to *thirty per cent. over their present grain rates to come into force on 1st May. Present G. I. P. grain rates much higher than those of East Indian Railway. Chamber's remonstrance disregarded by G. I. P. London Board, although present traffic in wheat and seeds larger than in any previous year, and shows no sign of diminishing. Chamber respectfully entreats the interference of the Government of India to induce the Board to stop enforcement of increased rates, as these will have a most injurious

* This is an error: it ought to have been 21·79 per cent.

effect on the export trade of Western India, on the land revenue, and on the general interests of this Presidency. Immediate action necessary."

They also instructed me to despatch the following telegram to you :—

"Please see Governor and ask him to support this telegram explaining that it was sent direct to Government of India in consequence of the emergency of the case."

The telegram appears to be clear enough, and I only advise you by post lest it should reach you in a mutilated state.

The Committee are anxious that you should explain to His Excellency that the telegram was sent direct to the Government of India because of the emergency of the case in order that he may not take offence and refuse to assist us.

Any further action we propose deferring until your return to Bombay.—I remain, dear Sir, &c.,

J. GORDON, Secretary.

MAHABLESHWAR, 1*st May*, 1881.

From JAMES GRAHAM to JOHN GORDON, Chamber of Commerce.

Governor regrets inability to interfere with Railway Company who are acting within their right as they have discretionary power to raise their rates if they think proper letter by post.

CHAMBER of COMMERCE, BOMBAY, 30*th April*, 1881.

To the SECRETARY to GOVERNMENT of INDIA, Public Works Department (Railway), Simla.

SIR,—I am directed by the Committee of the Chamber of Commerce to bring to the notice of His Excellency the Governor General in Council that the London Board of Directors of the G. I. P. Railway Company have decided to increase the Company's rates for the carriage of grain to Bombay : the increase varies from 3·36 per cent. to 21·79 per cent. over the present rates, and comes into force on the 1st of May.

A representation, dated 28th March last, was made by the Chamber to the Railway Company against this increase, six copies of which are sent herewith for His Excellency's information.

The Committee of the Chamber regret, however, to learn that the question was discussed by the Board of Directors yesterday, and that they decided to confirm their former instructions, namely, that the increased rates shall come into force on the 1st of May.

On receiving this intimation, the Committee despatched the telegram which, owing to the absence from Bombay of His Excellency the Governor, and to the emergency of the case, they ventured to send to you direct.

The Committee desire me respectfully to express their earnest hope that the Government of India will comply with the request of the

Chamber, and for the reasons mentioned in the telegram interpose to prevent the enforcement of the increased rates.—I have, &c.,

J. GORDON, Secretary.

BOMBAY, *3rd May*, 1881.

MY DEAR HART,—Neither the time nor the place was very suitable yesterday evening for troubling His Excellency about business, so that I did not take the opportunity of speaking about the G. I. P. Railway's increase of rates for grain traffic.

I understood from you that His Excellency does not sympathise with any movement such as we are making against this action of the Railway Company, on the ground that the Board are acting within their rights.

If the G. I. P. Railway were an ordinary company struggling against difficulties, competition or diminishing traffic, I would fully admit the reasonableness of this view. But the Company is not in such a position at all. On the contrary it enjoys a monopoly protected by Government, and for years—I believe ever since its existence—it has been receiving, over and above its traffic rates, a bonus of public money to make up the 5 per cent. guaranteed interest. Had Government insisted that the railway must no longer be a burden on the public revenue, an increase in rates would have been unavoidable. Had the prosperity of the country and the prices obtainable for its productions being such as to admit of an advance being legitimately claimed, no one could have objected; or, had any great necessity arisen, owing to casualties, accidents, or unfortunate circumstances beyond the Company's control, it would have been generally admitted that the Board would be right in adopting whatever steps they might consider necessary to protect their revenues; but none of these arguments nor any other can be or has been brought forward to justify the step that the Board has taken. They have found the public in a 'corner'—a very large crop of cereals, &c., having been produced—and they deliberately turn round on the public, who have for years been paying them a bonus, and, under Government protection, exact an unjustifiable tax.

The Chamber of Commerce, in agitating against the action of the G. I. P. Board, are doing so from no individually self-interested motives. The increase and prosperity of the trade of Bombay are of course matters in which the mercantile community are deeply interested, and anything which may work adversely against these is jealously watched by all of us.

Putting aside any temporary losses which may fall on native merchants who have committed themselves to contracts for the delivery of grain or seed in May, June, or July, the effects of this increase must fall on the very two classes which Government are, no doubt, most anxious to protect, and except, in so far as their business may be curtailed, not at all on the mercantile community.

The first class which suffers will be the consumers in Bombay, &c., of such food grains as jowari, bajri, dhall, &c. They will have to pay an unnecessarily high price for their food, but, as prices of such grains are very low at present, the hardship is not very great, but so far as it goes it distinctly falls on the poorer classes.

The second class who suffer are the cultivators of exportable grains

and seeds. Whatever the railway or other charges may be, the European exporting merchant will not pay a higher equivalent than the prices in the home markets will cover. It is obvious, therefore, that, in proportion to the advance in charges, so must be the decline in rupee prices, to allow of business being carried on.

The cultivators are already greatly discouraged, notwithstanding the abundance of their crops, by the great decline that has taken place in prices; and now their decreased returns are to be mulcted by an extra and unnecessary charge of from 3 per cent. to 20 per cent. Last year wheat was worth from Rs. 38 to Rs. 45 per candy; this year it is worth from Rs. 27 to Rs. 32.

Supposing in both cases the railway charges, &c., were the same, viz., Rs. 10—this year the cultivators will get from Rs. 17 to Rs. 22 instead of Rs. 28 to Rs. 35. Had the Railway Company sought to encourage an increased production by lowering their charges the policy would have been a sound one; but now the cultivator, finding that not only have his returns suffered by the adverse fluctuation of the market, but that he is further subjected to a form of taxation which the Government itself is unable to mitigate, will not only be greatly discouraged, but may find that he can no longer profitably cultivate his fields, or pay to Government the revenue demands without falling into the hands of the money lenders.

Excuse the length of this letter, but I am anxious that His Excellency should not misunderstand the motives by which the Chamber of Commerce are influenced in this matter.—Yours sincerely,

J. N. GRAHAM, Chairman.

BELLA VISTA, MAHABLESHWAR, *4th May*, 1881.

MY DEAR GRAHAM,—Many thanks for your letter of yesterday's date. The Governor would have been most happy to have spoken to you on the subject at the Stewarts, being always accessible here on such occasions.

I did not mean to imply that the Governor's *sympathies* were entirely with the G. I. P.! His Excellency is very far from not *sympathising* with any movement against the action of that Company in increasing their grain rates: but he did not think that its was the business of Government to *join in* such a movement.

His Excellency does not understand how Government can give a railway company the power of charging rates within certain limits, and then interfere with the Company's exercise of this discretion. It must surely be left to the Railway Company to charge such rates as traffic will bear, or as they think will on the whole pay them best.

"The public" are the partners of the Railway Company—the customers, &c., interested in the amount of the rates charged are a *section* of the community. If, then, Government, by their influence beyond their power, induce the Company to charge lower rates than the traffic will bear, and such lower rates yield a diminished return—then the public would be made losers for the benefit of a section. This might be right in extreme cases as a matter of policy; but we have no right to diminish the profits of the shareholders with that object.

The former annual payments to the Company under the guarantee are only a part of the inducement held only to the original subscribers

to the line. It was thought at the time to be the lowest price at which money was procurable ; or at any rate the most advantageous mode of obtaining the capital, and His Excellency cannot think this point relevant to the argument. Should the rates now charged be found to check the traffic, the Company will soon find it out, and in their own interests will rectify matters probably long before the extremely disastrous consequences ensue which you appear to contemplate.—Believe me, &c.,

G. H. R. HART.

No. 505 R.T.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

SIMLA, 10*th May*, 1881.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your telegram and letter dated the 30th April 1881, bringing to the notice of His Excellency the Governor General in Council that the London Board of Directors of the Great Indian Peninsula Railway Company have decided to increase the Company's rates for the carriage of grain to Bombay, and asking, for the reasons stated in the telegram, that the Government of India will interpose to prevent the enforcement of the increased rates.

2. In reply, I am to state that the new rates do not exceed the sanctioned maxima within which the Company are at liberty to vary their charges ; and that the Board of Directors, in ordering an increase to the rates, have therefore acted within their powers.

3. To increase the freight rates of such an important staple of commerce as grain is doubtless a serious matter, and is one which the Board of Directors of the Railway Company cannot have ordered without considerable deliberation, but time will soon show whether the enhanced rates are more than the market can bear.

4. As at present advised, I am to state that His Excellency the Governor General in Council is not prepared to interfere in the direction proposed by the Chamber.—I have, &c.,

ALEX. FRASER, Major-Genl., R.E.,
Secretary to the Govt. of India.

No. 174 of 1881.

CHAMBER OF COMMERCE, BOMBAY, *25th July*, 1881.

To the SECRETARY to the GOVERNMENT of INDIA, Public Works Department (Railway Traffic), Simla.

SIR,—Your letter No. 505 R. T. of the 10th ultimo, stating that His Excellency the Governor-General in Council is not prepared to interfere with the object of preventing the G. I. P. Railway Company from increasing their rates for the carriage of grain to Bombay has been laid before a General Meeting of the members of the Chamber of Commerce ; and I am now directed to communicate to you the views of the Chamber thereon.

His Excellency in Council considers that the Board of Directors have acted within their rights. The Chamber does not deny the correctness of this conclusion from a legal point of view. Comparing, however, the position of the G. I. P. Railway with that of a private Company in its relation to the public, they would submit that there is a material difference. The latter must often surmount determined opposition : its success is an incentive to competition. It is a venture which the public may or may not sufficiently support. Its promoters take serious risks, and may suffer from grave financial discouragements. On the other hand, the former is protected by Government in the enjoyment of a strict monopoly. It is protected from loss by a public guarantee, and has yearly received a subsidy from the public funds. On these grounds the Chamber appeals to Government against an arbitrary use of the legal powers which they admit are vested in the Board of Directors.

In previous correspondence, the Chamber has already conclusively demonstrated that neither were the rates for grain traffic on so reduced a scale nor the condition of the traffic itself such as to justify their enhancement. In again addressing His Excellency the Governor-General, the Chamber seeks to protect the trade of the country from the danger of such a precedent being established if the action of the Board of Directors is suffered to pass unnoticed.

The classes affected by higher grain rates are two :—On the one hand the producers of exportable grains, on the other the consumers in the cities and districts of this Presidency to which the G. I. P. Railway conveys the great staple food-grains of the people.

Apart from the fluctuations of freight and exchange, the prices of exportable grain must be ruled by the foreign demand. The merchant can only pay in rupees the equivalent of the foreign quotation. An increased cost of transit must therefore ultimately be borne by the agriculturist. On the other hand, the prices of grain for local consumption when conveyed by the G. I. P. Railway must be raised on the consumer *pro rata* with the rise in the cost of carriage.

Thus while two classes of the community, in whose welfare Government must always be especially concerned, suffer by what has been done, the evils which may follow the establishment of such a precedent will fall on the community at large.—I have, &c.,

JAMES N. GRAHAM. Chairman.
J. GORDON, Secretary.

No. 1708 OF 1881.

PUBLIC WORKS DEPARTMENT (RAILWAY),
BOMBAY CASTLE, 6*th July*, 1881.

To the SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—With reference to my letter No. 867, dated 1st April last I am directed to forward, for the information of the Chamber of Commerce, copy of a despatch from the Secretary of State for India, No. 11, dated 2nd June.—I have, &c.,

H. F. HANCOCK, Colonel, R.E.,
Joint-Secretary to Government.

RAILWAY No. 11.

INDIA OFFICE, LONDON, 2*nd June*, 1881.

HIS EXCELLENCY the RIGHT HONORABLE the GOVERNOR in COUNCIL, Bombay.

SIR,—I have to acknowledge the receipt of your Excellency's letter in this Department, No. 7 of the 31st March last, regarding the rates charged by the Great Indian Peninsula Railway Company, for carriage of grain and seeds from the 1st May.

2. The substance of your letter has been laid before the Board, who, however, were not disposed to make any alteration in the rates as now established, and which, as you are aware, are within the authorized maximum scale.—I have, &c.,

HARTINGTON.

No. 956 R.T.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

SIMLA, *12th August*, 1881.

To the SECRETARY CHAMBER of COMMERCE, BOMBAY.

SIR,—I am directed to acknowledge, with thanks, the receipt of your letter dated 25th July 1881, communicating the views of the members of the Chamber of Commerce on the subject of the reply given by the Government of India in Public Works Department, No. 505 R.T. of 10th June 1881, to the Chamber's Memorial dated 30th April 1881, regarding the Great Indian Peninsula Railway Company having increased their rates for the carriage of grain to Bombay.—I have, &c.,

FRED. FIREBRACE, Captain, R.E.,
Under-Secretary.

APPENDIX C.

MAXIMUM RATES, FARES, TERMINALS AND INSURANCE CHARGES, FOR THE GUARANTEED RAILWAY COMPANIES, UNDER THE CONTROL OF THE BOMBAY GOVERNMENT.

No. 170 of 1881.

CHAMBER OF COMMERCE, BOMBAY, 22*nd July*, 1881.

To the SECRETARY to GOVERNMENT, Pubilc Works Department, (Railway), Bombay.

SIR,—I am directed by the Committee of the Chamber of Commerce to ask you if you will kindly favour the Chamber with a copy, or, if that cannot be spared, with the loan of a copy, of the contract between Government and the G. I. P. Railway Company, in which the rates which the Company are authorized to charge for the carriage of goods are set forth.—I have, &c.,

J. GORDON, Secretary.

No 1916 of 1881.

PUBLIC WORKS DEPARTMENT (RAILWAY),
BOMBAY CASTLE, 29*th July*, 1881.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated 22nd instant, and to forward copy of a Resolution of the Government of India, No. 1174-80 of 1868, and a copy of the Notification from the Bombay *Government Gazette* of the 30th April 1868, publishing maximum rates, fares, terminals and insurance charges for the Guaranteed Railway Companies under the control of the Bombay Government.—I have, &c.,

G. W. OLDHAM, Major, R.E.,
Under-Secretary to Government.

Resolution of the Government of India, No. 1174-80 *of* 1868.

RESOLUTION.—Having briefly recapitulated the action that has followed on the Circular orders of 1867, in respect of those fares and rates the control of which was reserved by the Government of India, and having thus practically exemplified the general policy which the Government of India desired to see followed, the Governor General in Council is now pleased to declare, in accordance with the recently expressed wishes of the Secretary of State, that the maxima of all fares and rates shall henceforth be fixed by Local Governments, that the actual charges within such maxima shall be regulated by the Railway Companies, and that the maxima shall leave a reasonable margin for the exercise of a discretion by the Companies in varying the working rates, as circumstances may, in their opinion, require.

2. Any modifications of the maxima that may, from time to time, be made, should be reported to the Government of India for information. It has already been ordered that the actual fares and rates charged should be stated in the reviews of the revenue accounts.

C. H. DICKENS, Colonel, R.A.,
Secretary to the Govt. of India.

Notification from Bombay "Government Gazette" of the 30*th April* 1868, *page* 352.

RAILWAY DEPARTMENT.

The following maximum rates for passengers and goods for the Bombay and Sind Railways, sanctioned by Government, are published for general information :—

Passengers.—1st Class 24 pies per mile, 2nd Class 12 pies, 3rd Class 8 pies, and 4th Class 3 pies, on the G. I. P. Railway. The 4th Class rate will become imperative on the B. B. & C. I. and Sind Railways, whenever the 3rd Class rate exceeds 4 pies per mile.

Luggage.—Maximum rate 4 pies per maund per mile.

The following scale of free luggage to be allowed:—1st Class 60 seers, 2nd Class 30 seers, 3rd Class 10 seers, and 4th Class 10 seers.

Carriages.—Maximum rate 48 pies per mile ; minimum charge Rs. 4.

Horses.—Maximum rate 24 pies per mile ; minimum charge Rs. 2-8.

The Railway Companies will not be responsible for more than Rs. 400 as the value of any horse, unless insured at special rates.

Dogs.—Maximum rate 8 annas per 50 miles.

Parcels.—Maximum charge for parcels under 7 seers for the first 50 miles not to exceed 6 annas. Maximum rate for every 50 miles beyond the first 50 to be 3 pies per seer.

Maximum Goods Rates.—1st Class goods 12 pies per ton per mile, 2nd Class 18 pies, 3rd Class 24 pies, 4th Class 36 pies, and 5th Class 54 pies. For food-grain 12 pies per ton per mile; Coal 10 pies per ton per mile.

Terminal Charges.—Rs. 5 per ton at Bombay and Kurrachi, Rs. 2-8 at up-country stations.

Insurance Rates.—The maximum rate for most precious articles to be 3 per cent.

M. K. KENNEDY, Colonel, R.E.,
Secretary to Government.

No. 202 OF 1881.

CHAMBER OF COMMERCE, BOMBAY, *8th Sept.*, 1881.

To the UNDER-SECRETARY to GOVERNMENT, Public Works Department (Railway).

SIR,—I am directed by the Committee of the Chamber of Commerce to acknowledge, with their thanks, the receipt of your letter No. 1916, dated 29th July last, forwarding a copy of a Resolution of the Government of India, No. 1174-80 of 1868, and a copy of the Notification from the Bombay *Government Gazette* of 30th April 1868, publishing maximum rates, &c., for the Guaranteed Railway Companies under the control of the Bombay Government.

In this Resolution, it is declared that the maxima of all fares and rates shall be fixed by the Local Governments and that the maxima shall leave a reasonable margin for the exercise of a discretion by the Railway Companies in varying the working rates as circumstances may, in their opinion, require. It appears, however, to the Chamber that the maxima of all fares and rates, especially those for the carriage of grain fixed by the Notification of 30th April 1868, are unnecessarily and excessively high, and in view of the recent arbitrary action of the G. I. P. Railway Company—an action which may be repeated at any time—the Committee respectfully desire to urge upon H. E. the Governor in Council the advisability of his using the power which he has under the Resolution above mentioned of revising these maximum rates and reducing them.

considerably. If His Excellency, however, does not consider it expedient to reduce the maximum rates all round, they sincerely hope that he will reduce the maximum rates for the carriage of grain upon the trade in which the prosperity of this Presidency so largely depends. The published statements of the G. I. P. Railway Company show that the actual results of the working of the traffic generally are sufficiently remunerative, and, in submitting its request for a considerable reduction in the maximum rates now fixed, the Chamber need only remind His Excellency of the great importance of promoting the trade of the Presidency in its competition with other countries.—I have, &c.,

J. GORDON, Secretary.

STATEMENT showing the Special Rates for Grain revised by the G. I. P. Railway in April 1881, *and the maximum rates sanctioned by Government in the year* 1868.

To Bombay from	Distance of Miles.	Present Rates in force from 1st May 1881.			Maximum Rates allowed to the Company by Government in 1868.
		Per Indian Maund. Rs. a. p.		Per Ton per Mile. Pies.	Per Ton per Mile.
Jabalpur	616	0	10	9	5·65	
Mirgung	606	0	10	9	5·74	
Shahpura	597	0	10	9	5·83	
Chindwara	583	0	10	9	6·00	
Karak Bel	573	0	10	9	6·07	
Nursingpur	564	0	10	9	6·17	
Kureli	554	0	10	9	6·29	
Bohani	544	0	10	9	6·40	
Gadawara	536	0	10	9	6·49	
Mohapani	518	0	10	9	6·35	
Babai	527	0	10	9	6·60	
Bankheri	517	0	10	9	6·73	Pies *12.
Piparia	505	0	10	9	6·89	
Sohagpur	494	0	10	9	7·04	
Semri	488	0	10	9	7·11	
Bagra	480	0	10	9	7·25	
Rampur	470	0	10	5	7·18	
Itarsi	464	0	10	4	7·22	
Dularia	456	0	10	2	7·22	
Dhurumkhandi	448	0	10	1	7·29	
Sioni	443	0	9	10	7·19	
Paghdal	434	0	9	8	7·22	
Timurni	425	0	9	6	7·24	
Harda	417	0	9	4	7·25	
Bherungi	405	0	9	1	7·27	
Kurkeon	397	0	8	11	7·28	
Harsud	386	0	8	8	7·27	

To Bombay from	Distance of Miles.	Present Rates in force from 1st May 1881. Per Indian Maund. Rs. a. p.	Present Rates in force from 1st May 1881. Per Ton per Mile. Pies.	Maximum Rates allowed to the Company by Government in 1868. Per Ton per Mile.
Bir	374	0 8 5	7·29	
Jawar	363	0 8 2	7·29	
Khundwa	353	0 7 11	7·27	
Nagpur	520	0 10 0	6·23	
Bori	503	0 10 0	6·44	
Sindi	491	0 10 0	6·59	
Paunar	480	0 10 0	6·75	
Wurdha	472	0 10 0	6·90	
Deagaon	463	0 10 0	7·00	
Pulgaum...	453	0 10 0	7·15	Pies * 12
Dhamangaon	441	0 10 0	7·34	
Chandur	430	0 10 0	7·53	
Badnera	413	0 10 0	7·84	
Kurum	402	0 10 0	8·05	
Mauna	394	0 10 0	8·22	
Murtizapur	386	0 10 0	8·39	
Bargaon	375	0 10 0	8·64	
Akola	363	0 10 0	8·92	
Paras	351	0 10 0	9·26	
Amraoti	419	0 10 3	7·92	

* In addition to this, Terminal charges can be levied at Rs. 5 per ton at Bombay, and Rs. 2-8 at up-country stations.

No. 2357 of 1881.

Public Works Department (Railway),
Bombay Castle, 20*th September*, 1881.

To the Secretary to the Chamber of Commerce, Bombay.

Sir,—I am directed to acknowledge the receipt of your letter, dated 8th September; in which you state that, in the opinion of the Chamber of Commerce, the maxima of fares and rates fixed for the Bombay Guaranteed Railways by Notification of 30th April 1868, especially those for the carriage of grain, are unnecessarily and excessively high, and suggest that the Governor in Council should, in view of the recent action of the G. I. P. Railway Company in raising their rates for grain, revise and considerably reduce these maximum rates for food-grains, if not all round.

In reply, I am directed to observe that the rates now charged by the G. I. P. Railway Company for carriage of food-grains are considerably within the maximum; and to state that, under the circumstances, the Governor in Council does not feel himself to be in a position to accede to the request of the Chamber, or to interfere with the discretionary power vested in the Board of Directors with the approval of the Government of India and the Secretary of State by the Notification in question.—I have, &c.,

F. H. HANCOCK, Colonel, R.E.,
Joint-Secretary to Government.

APPENDIX D.

THE INDIAN CUSTOMS TARIFF.

No. 3442 of 1880.

Bombay Custom House, *24th December*, 1880.

From A. C. Trevor, Esq., Collector of Customs and Opium, Bombay to the Secretary Chamber of Commerce, Bombay.

Sir,—I beg to remind you that proposals for the annual revision of Tariff valuations for 1881-82 will shortly be due, and to request that a Special Committee may be appointed to consider the subject not later than the 15th proximo, by which time I hope the Custom House figures will be ready.—I have, &c.,

A. C. TREVOR, Collector of Customs.

VALUES of Articles on which Customs Duty is assessed, and Alterations proposed by the Special Committee of the Chamber, to be submitted, for confirmation, to the General Meeting of the Chamber to be held on 24th January 1881.

IMPORT TARIFF.

No.	Names of Articles.	How Charged.	Tariff Valuation.	Present Duty.	Proposed Valuation.	Remarks.
		Per	Rs. A.		Rs. A.	
1	APPAREL, INCLUDING HABERDASHERY AND MILLINERY, BUT EXCLUDING BOOTS, SHOES, AND HOSIERY	...	*Ad valorem*	5 ℘ cent.	*Ad valorem*	
2	ARMS, AMMUNITION, AND MILITARY STORES—					
	Firearms, and parts thereof ...	...	*Ad valorem*	10 ℘ cent.	*Ad valorem*	
	Gunpowder, common	lb.	0 5		0 5	
	Gunpowder, sporting	lb.	1 0		1 0	
	All other sorts	...	*Ad valorem*		*Ad valorem*	
	[Gun Wads held to be Ammunition. See Section VIII., Schedule 2, Indian Arms Act, 1878.]					
3	CHEMICAL PRODUCTS AND PREPARATIONS— [Chemical Products & Preparations containing 20 per cent. or more of proof Spirit to pay duty as Spirit, Sec. XXI. of Sea Customs Act, 1878, being applied.]					
4	CHINESE AND JAPANESE WARE, INCLUDING LACQUERED WARE, BUT EXCLUDING EARTHENWARE, CHINA, AND PORCELAIN.	...	*Ad valorem*	5 ℘ cent.	*Ad valorem*	
5	CLOCKS, WATCHES, AND OTHER TIMEKEEPERS	...	*Ad valorem*		*Ad valorem*	
6	CORAL, REAL	...	*Ad valorem*		*Ad valorem*	

7	CORK AND ARTICLES MADE OF CORK—								
	Bottle-corks	gross	1	12			1	8	
	Vial-corks	gross	0	8			0	8	
	All other sorts	...	*Ad valorem*				*Ad valorem*		
8	COTTON AND ARTICLES MADE OF COTTON—								
	Cotton hosiery	...	*Ad valorem*				*Ad valorem*		
	Cotton rope	cwt	30	0			35	0	
	Country canvas	cwt	50	0			50	0	
	Piece Goods—								
	Grey—								
	*Jacconets exceeding 10 by 10 to the quarter inch	lb.	0	10½			0	11	* The Committee recommend that the name of this article be altered as follows :—"Jacconets 10 by 10 and over to the quarter-inch."
	Jacconets, other sorts... ...	lb.	0	9			0	9	
	†Mulls	lb.	0	15			0	15	† The Committee recommend that the words "and Jacconet Madapollams" be added to this article.
	Printers	lb.	0	10½			0	10½	
	Shirtings, Longcloths and Madapollams	lb.	0	8½			0	8½	
	T. Cloths 18 reed and upwards ...	lb.	0	9	5 ½ cent.		0	9	
	T. Cloths exceeding 12 by 10 and not above 4 lb.	lb.	0	8½			0	8½	
	T. Cloths, other sorts, Jeans, Domestics, Sheetings, and Drills...	lb.	0	7			0	7	
	Other sorts	...	*Ad valorem*				*Ad valorem*		
	[Duty on all Grey Piece-goods, however designated, which are shown to the satisfaction of the Customs Collector to contain no yarn of a higher number than 30, remitted by notification, department of Revenue, Agriculture, and Commerce, No. 59, dated 13th March 1879. This exemption extented by notification, No. 90, dated 21st June 1879, to the class of grey cotton piece-goods known as dhoties and dhotie-bordered piece-goods which contain no yarn of a higher number than 30 except in the border, when such border, whether coloured, white, or grey, is not more than 1½ inch in width.]								

IMPORT TARIFF—*Continued.*

No.	Names of Articles.	How Charged.	Tariff Valuation. Rs.	A.	Present Duty.	Proposed Valuation. Rs.	A.	Remarks.
8	COTTON, &c.—*Contd.*	Per						
	Sewing Thread—							
	Goa and Country	cwt.	30	0	5 ℘ cent.	30	0	
	On reels or cards containing 100 yards each, and *pro rata* above and below ‡	gross	3	0		2	12	
	White and coloured	lb.	1	0		1	0	
	‡ Duty to be charged either on the mark or on the actual length.							
	Twist—							
	Mule—Nos. 33 to 42	lb.	0	9		0	9½	
	Nos. 43 to 52	lb.	0	10½		0	10½	
	Nos. 53 to 60	lb.	0	12		0	11½	
	Nos. 61 to 70	lb.	0	13½		0	13	
	Nos. 71 to 80	lb.	0	15		0	14	
	And so on, one anna to be added to the valuation per lb. for every count of ten, or part of a count of ten, above 80.							
	Water—Nos. 21 to 30	lb.	0	9	3½ ℘ cent.	0	9	
	Nos. 31 to 40	lb.	0	11		0	11	
	Nos. 41 to 50	lb.	0	12½		0	12½	
	Above 50	lb.	0	15		0	15	
	§ [Duty on Grey Mule Twist No. 32 and lower numbers, and on Grey Water Twist No. 20 and lower numbers, remitted by notifications, Department of Revenue, Agriculture, and Commerce, No. 43, dated 18th March 1878, and No. 56, dated 24th April 1878.]							§ The Committee recommend the following additions :— Grey Twist in bundles, if doubled, 1½ anna extra. Bleached Twist, in bundles, 1 anna extra. Bleached Twist, under No. 33, in bundles, 10½ annas.
	Twist, Orange, Red, and other colours except Turkey Red*	lb.	0	11		0	11½	

* Twist, Turkey Red, all kinds § ...	lb.	1	2	3½ ℘ cent.	1	2	§ The Committee recommend that the word "kinds" be struck out, and the words "counts" substituted.
* Duty to be charged on the grey weight of the coloured yarn: when this is not ascertainable, the actual wharf weight, or invoice weight, to be taken.							
‡ Cotton Goods, all other sorts ...	.....	*Ad valorem.*			*Ad valorem*		‡ The Committee recommend the following addition: "Doubled Turkey Red, 2 annas extra."
§ DRUGS AND MEDICINES, EXCEPT OPIUM—							
Aloes, black	cwt	14	0		14	0	
Aloes, Socotra..	cwt	28	0		30	0	
Aloe wood	lb.	3	0		3	0	
Asafœtida (hing)	cwt	75	0		85	0	
Asafœtida, course (hingra) ...	cwt	12	0		13	0	
Brimstone (amalsara)	cwt	40	0		45	0	
Camphor, Bhemsaini (baras) ...	lb.	80	0		80	0	
Camphor, refined, cake	cwt	55	0		55	0	
Camphor, crude, in powder ...	cwt	50	0		50	0	
Cassia lignea	cwt	26	0		23	0	
China root, rough	cwt	9	0		9	0	
„ scraped	cwt	22	0		22	0	
Galangal, China	cwt	8	0		9	0	
Pellitory (akalkara)	cwt	35	0	5 ℘ cent.	35	0	
Salep	cwt	90	0		90	0	
Senna leaves	cwt	4	0		4	0	
Storax, liquid (Rose melloes) ...	cwt	36	0		38	0	
All other sorts except Quinine, which is free	.....	*Ad valorem*			*Ad valorem*		
[Drugs and Medicines containing less than 20 per cent. of proof spirit to pay duty at 5 per cent. *ad valorem*, but those containing 20 per cent. or more of proof spirit to pay duty as Spirit, Sec XXI. of the Sea Customs Act, 1878, being applied. Drugs imported by paper manufacturers, and shown to the satisfaction of the Chief Customs authority of the place where they are imported to be intended solely for use in the manufacture of paper, exempted from duty.]							

IMPORT TARIFF—*Continued.*

No.	Names of Articles.	How Charged.	Tariff Valuation.	Present Duty.	Proposed Valuation.	Remarks.
10	DYEING AND COLOURING MATERIALS—	Per	Rs. A.		Rs. A.	
	‡ Aniline dyes—Magenta and Roseine	lb.	4 0		...	‡ The Committee recommend that this article be altered as follows:—"Aniline dyes—all colours," and that the valuation be fixed at Rs. 3-8-0 per lb.
	,, Scarlet	lb.	3 0		...	
	Cochineal	lb.	1 12		1 6	
	Gallnuts, Myrabollam ...	cwt	4 8		4 8	
	Gallnuts, Persian ...	cwt	35 0		35 0	
	Madder or manjith ...	cwt	12 0		10 0	
	Orchilla weed... ...	cwt	5 0		5 0	
	Sapan wood and root ...	cwt	5 8		5 8	
	* † All other sorts	...	*Ad valorem*		*Ad valorem*	
	[* Duty on Lac remitted by notification dated 14th July 1877.]					
11	† EARTHENWARE (EXCEPT EARTHENWARE PIPING) CHINA, CHINA CLAY AND PORCELAIN	...	*Ad valorem*		*Ad valorem*	
	[†Ochre, China Clay and Rosin imported by paper manufacturers, and shown to the satisfaction of the Chief Customs authority of the place where it is imported to be intended solely for use in the manufacture of paper, exempted from duty by notification dated 13th January 1876.]			5 ℘ cent.		
12	FIREWORKS—					
	China	box of 133⅓ lb.	30 0		30 0	
	All other sorts	...	*Ad valorem*		*Ad valorem*	
13	GLASS, GLASSWARE, BEADS, FALSE PEARLS AND FALSE CORALS—					
	Bangles, Glass, China, gilt. ...	100 pairs	15 0		15 0	
	Bangles, Glass, China, not gilt ...	100 pairs	2 8		3 0	
	Beads, China...	cwt	30 0		30 0	
	Coral, false	...	*Ad valorem*		*Ad valorem*	
	Glass, China, of all colours ...	133⅓ lb	32 0		32 0	
	Glass, Crown, coloured	100 supl. ft.	25 0		20 0	

	Glass, Crown, of sizes	100 supl. ft.	6	0			6	0
	Pearls, False—							
	Bajria	lakh	3	0			3	0
	Boria	thousand	1	0			1	0
	Jouria	lakh	5	0			5	0
	Lolakh	thousand	0	12			0	12
	Nathia	thousand	0	3			0	3
	Tachea	thousand	1	0			1	0
	Wattanah	lakh	9	0			10	0
	All other sorts of beads, false pearls, and glass, except bottles used to bottle beer, wine, spirit, or aerated waters which are free... ...	...	*Ad valorem*				*Ad valorem*	
14	GUMS, GUM RESINS, AND ARTICLES MADE OF GUM OR GUM RESIN—							
	Copal	cwt	65	0			75	0
	Cutch and Gambier	cwt	12	8			12	8
	Gum Ammoniac	cwt	14	0			14	0
	Gum Bdellium (common gum) ...	cwt	7	0	5 ℘ cent.		7	0
	Gum Bysabol (coarse myrrh) ...	cwt	16	0			20	0
	Gum Persian (false)	cwt	4	0			4	0
	Kino	cwt	10	0			10	0
	Myrrh	cwt	35	0			35	0
	† Rosin	cwt	5	8			5	8
	[† See remarks on Ochre and China Clay, &c., under No. 11.]							
	‡ All other sorts	...	*Ad valorem*				*Ad valorem*	
	[‡ Duty on Lac remitted by notification dated 14th July 1877.]							
15	HARDWARE AND CUTLERY, including Ironmongery and Plated Ware, but excluding Machinery and the component parts thereof, which are free, and Agricultural Implements, which also are free	...	*Ad valorem*				*Ad valorem*	
	[See Sec. VIII., Schedule 2, Indian Arms Act XI. of 1878.]							

IMPORT TARIFF—*Continued.*

No.	Names of Articles.	How Charged.	Tariff Valuation.	Present Duty.	Proposed Valuation.	Remarks.
16	INSTRUMENTS AND APPARATUS—	Per	Rs. A.		Rs. A.	
	Musical	...	*Ad valorem*		*Ad valorem*	
	[Regimental Band Instruments exempted from duty by notification dated 21st Sept. 1877. This exemption includes Band Instruments of duly constituted Volunteer Corps, dated 11th March 1878.]					
17	IVORY AND IVORY WARE—					
	Unmanufactured—					
	Elephants' grinders	cwt	125 0		125 0	
	Elephants' tusks (other than hollows*) each exceeding 20 lbs. in weight, and hollows* each weighing 10 lbs. and over	cwt	500 0		550 0	* The Committee recommend that after the word "hollows," which occurs in certain items under this number, the words "centres and points" be in each case added.
	Elephants' tusks (other than hollows*) not less than 10 lbs. and not exceeding 20 lbs. each, and hollows* each weighing less than 10 lbs.	cwt	425 0	5 ℘ cent.	465 0	
	Elephants' tusks (other than hollows*) each less than 10 lbs. ...	cwt	225 0		265 0	
	Sea-cow or moye teeth each not less than 4 lbs..	cwt	175 0		175 0	
	Sea-cow or moye teeth each not less than 3 lbs. and under 4 lbs. ...	cwt	85 0		85 0	
	Sea-cow or Moye teeth each less than 3 lbs..	cwt	55 0		65 0	
	Articles made of Ivory—					
	Bangle-Rings	cwt	800 0		850 0	
	Cylinder-Rings	cwt	1000 0		1050 0	
	Other sorts...	...	*Ad valorem*		*Ad valorem*	

18 JEWELLERY, INCLUDING PLATE—						
Silver Ware, Plain ... } Other	tola	1	2	5 ℘ cent.	1	2
„ Embossed or } than Eu-						
Chased ... } ropean.	tola	1	8		1	8
All other sorts except Precious Stones and Pearls, which are free ...	...	*Ad valorem*			*Ad valorem*	
19 LIQUORS—						
Ale, Beer, and Porter	impl. gal. or 6 qrt. btls.	...		1 Anna	...	
Cider, and other fermented liquors ...						
Liqueurs	do.	...		Rs. 4	...	
Spirits, for use exclusively in Arts or Manufactures or in Chemistry, which have been rendered effectually and permanently unfit for human consumption	...	*Ad valorem*		†10 ℘ cent.	*Ad valorem*	† The Committee again recommend that the duty on this article be reduced to 5 per cent., and that this recommendation be specially mentioned by the Chamber when the revised tariff is handed in to Government.
Spirits, other sorts	Impl. gal. or 6 qt. bots of the strength of London Proof.	...		Rs. 4, and the duty to be increased in proportion as the strength of the Spirits exceeds London proof.	...	

[See Sea Customs Act, 1878, Section 151. Spirits imported from any port in British India and protected by the certificate of an officer empowered in that behalf by the Governor-General in Council or the Local Government, is chargeable with only the amount, if any, by which the duty leviable under this schedule exceeds the duty shown by such certificate to have been already paid in respect thereof.—Notification, Government of India, Financial Department, No. 2316, dated 5th August 1875.

This order applies to ports in the Portuguese possessions in India. See Notification. Department of Finance and Commerce, No. 9, dated 3rd January 1880.]

IMPORT TARIFF—*Continued.*

No.	Names of Articles.	How Charged.	Tariff Valuation.	Present Duty.	Proposed Valuation.	Remarks.
	LIQUORS—*Contd.*	Per	Rs. A.	Rs. A.	Rs. A.	
	Wines—					
	Champagne and all other Sparkling Wines	Impl. gal. or 6 qt. bots	...	Rs. 2-8	...	
	Claret and Still Burgundy ...	do.	...	Re. 1-0	...	
	All other sorts of Still Wines ...	do.	...	Re. 1-0	...	
20	MATCHES, LUCIFER, AND ALL OTHER SORTS.	...	*Ad valorem*		*Ad valorem*	
21	METALS, UNWROUGHT, WROUGHT, AND ARTICLES MADE OF METALS—					
	Brass—					
	Beads, Ghungri, China... ...	thousand	1 0		1 0	
	Old	cwt	80 0		28 0	
	Sheets, rolls, very thin... ...	cwt	84 0		75 0	
	Wire	lb	0 7		0 6	
	All other sorts	...	*Ad valorem*		*Ad valorem*	
	Coppper—					
	Australian cakes	cwt	47 0		45 0	
	Bolt	cwt	48 0		47 0	
	Brazier's and sheets	cwt	48 0	5 ℘ cent.	46 0	
	China cash	cwt	32 0		30 0	
	Japan	cwt	41 0		41 0	
	Nails and composition nails ...	cwt	48 0		46 0	
	Old	cwt	40 0		39 0	
	Pigs and slabs, foreign... ...	cwt	43 0		41 0	
	Sheathing, plate and raised bottoms.	cwt	50 0		48 0	
	Tiles, ingots, cakes and bricks ...	cwt	44 0		42 0	
	Other sorts, unmanufactured ...	...	*Ad valorem*		*Ad valorem*	
	China white copper ware ...	lb	1 2		1 2	
	Foil or dakpana	100 leaves	3 0		2 12	
	Wire	lb	0 9		0 8	
	All other sorts	...	*Ad valorem*		*Ad valorem*	

* Gold Leaf, European	100 leaves	3 0	} 5 ℘ cent.	2 12		
Do. Mock	...	*Ad valorem*		*Ad valorem*		
[* *Gold Leaf* from China, imported in books, and used for gilding, is subject to duty *Ad valorem* under the head "Metals, all other sorts." *Leaf Gold* from China, is bullion, and as such free of duty.]						
Iron—						
Anchors and cables	...	*Ad valorem*		*Ad valorem*		
Angle and T iron*	ton	120 0		105 0		* The Committee recommend that the name of this article be altered as follows:—"Angle, T iron, triangular, and other moulded shapes."
Beams, pillars, girders, bridge work, and other descriptions of iron imported exclusively for building purposes	...	*Ad valorem*		*Ad valorem*		
Flat, square and bolt, including Scotch†	ton	95 0		75 0		† The Committee recommend that "including Scotch" be struck out, and the words "other than Swedish" added.
Galvanised	cwt	11 0		9 0		
„ Sheets and ridging ...	cwt	12 0		10 0		
Hoop, plate and sheet‡	ton	120 0	} 1 ℘ cent.	105 0		‡ The Committee recommend that the words "other than Swedish" be added.
Nails, rose, clasp, and flat-headed, rivets and washers	cwt	12 0		11 0		
Nails, other sorts, including galvanised	...	*Ad valorem*		*Ad valorem*		
Nail rod§	ton	100 0		85 0		§ Ditto ditto ditto.
Old	cwt	1 8		1 8		
Pig	ton	50 0		45 0		
Pipes and tubes	...	*Ad valorem*		*Ad valorem*		
Rice bowls	set of ten	4 0		4 0		
Ditto	set of six	2 0		2 0		
Rod, round, British not exceeding half-inch diameter‖	ton	105 0		90 0		‖ The Committee recommend that the name of this article be altered as follows:—"Rod, round, other than Swedish, not exceeding ¼ inch diameter."

IMPORT TARIFF—*Continued.*

No.	Names of Articles.	How Charged.	Tariff Valuation.		Present Duty.	Proposed Valuation.		Remarks.
21	METALS, &c.—*Contd.*	Per	Rs.	A.		Rs.	A.	
	Rod, round, exceeding half-inch diameter¶	ton	95	0		75	0	¶ The Committee recommend that the name of this article be altered as follows :—"Rod, round, other than Swedish, exceeding ½ inch diameter."
	Swedish, flat, square, and bolt ...	ton	140	0	1 ℘ cent.	130	0	
	Swedish, nail rod	ton	175	0		150	0	
	Swedish, round rod, not exceeding half an inch in diameter ...	ton	185	0		160	0	
	Tinned plates	cwt	12	0		10	0	
	All other sorts, including wire, but excluding railway materials, kentledge, and iron ore, which are free...	...	*Ad valorem*			*Ad valorem*		
	Lametta, double reels	score	4	8		4	0	
	Lametta, single reels	score	2	4		2	0	
	Lead—							
	Ore, Galena	cwt	13	0		13	0	
	Pig	cwt	12	0		10	0	
	Pipes	...	*Ad valorem*			*Ad valorem*		
	Sheets, tea...	cwt	20	0		20	0	
	Sheets, other sorts	cwt	13	0	5 ℘ cent.	12	0	
	Orsidue and brass leaves, foreign, European..	lb.	1	2		1	2	
	Ditto ditto ditto China.	lb.	1	0		1	0	
	Patent or Yellow Metals, sheathing, sheets, and bolts	cwt	40	0		37	0	
	Ditto ditto ditto old ...	cwt	30	0		28	0	
	Quicksilver	lb.	1	3		1	1	
	Shot, bird	cwt	16	0		16	0	
	Steel, excluding railway materials—							
	Blistered	cwt	9	0		8	0	

	British and foreign other than Swedish	cwt	7	8	5 ℘ cent.		7	0
	Cast	cwt	21	0			15	0
	Spring	cwt	9	0			8	0
	Swedish	cwt	10	0			9	0
	Tin, block	cwt	50	0			57	0
	Tin foil, China	lb.	0	12			0	12
	Tin, other sorts	...	*Ad valorem*				*Ad valorem*	
	Zinc or Spelter—							
	Nails	cwt	21	8			16	0
	Plate and other shapes, soft ...	cwt	15	0			13	0
	Plate and other shapes, hard ..	cwt	12	0			10	0
	Sheet or Zinc sheathing ...	cwt	16	0			16	0
	All other sorts, except Current Coin and Bullion, which are free ...	...	*Ad valorem*				*Ad valorem*	
22	OPIUM NOT COVERED BY A GOVERNMENT PASS ... ... [See Sea Customs Act, 1878, Sec. 20 (*b*) and the Opium Act, 1878, Sec. 4 (*c*), 5 (*e*), and proviso, and 6.]	seer of 80 tolas	..		Rs. 24.		...	
23	PAINTS, COLOURS, PAINTERS' MATERIALS, AND COMPOSITIONS FOR APPLICATION TO LEATHER AND METALS—							
	Ochre other than European, all colours ... ... [See remarks on Ochre, &c., under No. 11.]	cwt	1	4	5 ℘ cent.		1	0
	Paints of sorts	cwt	12	0			12	0
	Paints, Composition	cwt	30	0			35	0
	Paints, Patent driers	cwt	15	0			15	0
	Prussian blue, China	lb.	0	8			0	8
	Prussian blue, European ...	lb.	1	6			1	5
	Red Lead	cwt	14	0			13	0
	Turpentine	impl. gal.	1	12			1	12
	Verdigris	cwt	70	0			70	0
	Vermilion, Canton	box of 90 bdls.	75	0			70	0
	White Lead	cwt	13	0			14	0
	All other sorts	...	*Ad valorem*				*Ad valorem*	

IMPORT TARIFF—*Continued.*

No.	Names of Articles.	How Charged.	Tariff Valuation.	Present Duty.	Proposed Valuation.	Remarks.
			Rs. A.		Rs. A.	
24	PERFUMERY—	Per				
	Atary, Persian	cwt	15 0	5 ℘ cent.	15 0	
	Perfumed Spirit in wood or in bottles containing more than half a pint	impl. gal.	...	Rs. 4.	...	
	Rose-flowers, dried	cwt	10 0		10 0	
	Rose-water	impl. gal.	1 12		1 12	
	All other sorts, including perfumed spirits in bottles containing not more than half a pint ...	...	*Ad valorem*		*Ad valorem*	
25	PIECE GOODS NOT OTHERWISE DESCRIBED...	...	*Ad valorem*		*Ad valorem*	
26	PROVISIONS AND OILMAN'S STORES—					
	Bacon in canisters, jowls and cheeks...	lb	0 12		0 12	
	Beef and Pork	tierce of 3 cwt.	60 0		60 0	
	Beef and Pork	barrel of 2 cwt.	40 0		40 0	
	Cheese	lb	0 12	5 ℘ cent.	0 10	
	China Preserves	box of 6 jars	8 0		8 0	
	Flour	barrel or sack of 200 lbs.	18 0		18 0	
	Ghee	cwt	40 0		36 0	
	Groceries not otherwise described ...	...	*Ad valorem*		*Ad valorem*	
	Pork-Hams	lb	0 12		0 10	
	Sago	cwt	12 0		11 0	
	Tapioca	cwt	13 0		11 0	
	Tongues, Salted	keg of six	10 0		10 0	
	Vinegar, European, in wood ...	impl. gal.	1 0		1 0	
	Vinegar, Persian	impl. gal.	1 0		1 0	
	Vinegar, Country	impl. gal.	0 6		0 6	

	All other sorts, except beche-de-mer, fishmaws, sharkfins, singally and sozille, which are free ...	...	*Ad valorem*		5 ℘ cent.	*Ad valorem*	
27	SALT—						
	Imported into British Burmah ...	Indian md. of 82⅔ lb. av.	...		3 Annas.	...	
	Imported into Bengal	Do.	...		Rs. 2-14.	...	
	[See the Salt Act, 1877, Sec. IV. The duty on Salt imported into Bengal was reduced to Rs. 2-14 per maund by notification dated 31st July 1878. See also Sea Customs Act, 1878.]						
	Imported into any other part of British India	Do.	...		Rs. 2-8.	...	
28	SHELLS AND COWRIES—						
	Chanks—						
	Large shells, for cameos ...	Hundred	6	0		6	0
	White, live	hundred	6	0		6	0
	White, dead	hundred	3	8		3	8
	Cowrae—						
	From Mozambique and Zanzibar ...	hundred	0	8		0	8
	From other places	hundred	0	8		0	8
	Cowries—						
	Bazaar, *common*	cwt	3	0		3	0
	Maldive	cwt	7	8		7	8
	Nakhla	cwt	65	0	5 ℘ cent.	65	0
	Sankhli	cwt	50	0		55	0
	Yellow, superior quality. ...	cwt	2	8		2	8
	Tortoise-nakh	lb	1	0		1	0
	All other sorts	...	*Ad valorem*			*Ad valorem*	
29	SILK AND ARTICLES MADE OF SILK—						
	Floss	lb	9	0		9	8
	Piece Goods	...	*Ad valorem*			*Ad valorem*	

IMPORT TARIFF—*Continued.*

No.	Names of Articles.	How Charged.	Tariff Valuation.	Present Duty.	Proposed Valuation.	Remarks.
29	SILK, &c.—*Contd.*	Per	Rs. A.		Rs. A.	
	Raw Silk—					
	Chaharam, Cochin China and Yellow Shanghai	lb	5 0		5 4	
	Mathow	lb	2 0		2 8	
	Other kinds of China	lb	7 0		7 0	
	Raw Silk, the produce of the Tasar or other wild worms	lb	2 8		2 8	
	Waste and Katchra	lb	1 0		1 0	
	Panjam	lb	1 6		2 0	
	Persian	lb	4 8		5 4	
	Siam	lb	2 0		2 0	
	Sewing thread, China	lb	9 0		9 8	
	All other sorts	...	*Ad valorem*		*Ad valorem*	
30	SPICES—					
	Aniseed Star	cwt	33 0	5 ℘ cent.	24 0	
	Betelnuts—					
	Goa	cwt	12 0		12 0	
	In the husk	thousand	2 0		2 0	
	White, Srivarddhan	cwt	20 0		22 0	
	All other sorts	cwt	11 0		7 0	
	Chillies, dried...	cwt	9 0		9 0	
	Cloves	cwt	70 0		65 0	
	Clove stems and heads	cwt	22 0		22 0	
	Cloves in seed, Narlavang. ...	cwt	40 0		30 0	
	Mace	lb	1 0		1 0	
	Nutmegs	lb	1 0		1 0	
	Nutmegs in shell	lb	0 8		0 8	
	Pepper, black and long	cwt	20 0		20 0	
	Pepper, white...	cwt	32 0		32 0	
	All other sorts	...	*Ad valorem*		*Ad valorem*	

31	STATIONERY (EXCEPT PAPER, WHICH IS FREE)	...	*Ad valorem*	5 ℘ cent.	*Ad valorem*	
32	SUGAR—					
	China, Candy...	cwt	25 0		21 0	
	Loaf	cwt	28 0		26 0	
	Soft	cwt	16 8		16 0	
	All other sorts of saccharine produce..	...	*Ad valorem*		*Ad valorem*	
33	TEA—					
	Black	lb	0 10		0 9	
	Green	lb	1 2		1 0	
34	TOBACCO—					
	Manufactured	...	*Ad valorem*		*Ad valorem*	
	Unmanufactured	...	*Ad valorem*		*Ad valorem*	
35	TOYS AND REQUISITES FOR ALL GAMES ...	...	*Ad valorem*		*Ad valorem*	
36	UMBRELLAS—					
	China paper kettisals	box of 110	45 0		32 0	
	Cotton, steel-ribbed	each	0 13		0 13	
	Cotton, cane-ribbed	each	0 12		0 12	
	Cotton, oiled, other than European ...	each	0 8		0 8	
	All other sorts	...	*Ad valorem*		*Ad valorem*	
37	WOOLLEN GOODS—					
	Braid	...	*Ad valorem*		*Ad valorem*	
	Hosiery	...	*Ad valorem*		*Ad valorem*	
	Piece Goods	...	*Ad valorem*		*Ad valorem*	
	All other sorts	...	*Ad valorem*		*Ad valorem*	

EXPORT TARIFF.

No.	Names of Articles.	How Charged.	Tariff Valuation.	Present Duty.	Proposed Valuation.	Remarks.
			Rs. A.		Rs. A.	
1	GRAIN AND PULSE—	Per				
	Rice in the husk (paddy) ...	Indian maund of 3,200 tolas.	...	3 Annas.	...	
	Rice not in the husk	Do.	...			

No. 35 OF 1881.

BOMBAY CHAMBER OF COMMERCE, 26*th January*, 1881.

To the COLLECTOR of CUSTOMS, Bombay.

SIR,—With reference to your letter No. 3442 of 1880, dated the 24th ultimo, I am directed to forward to you 12 copies of the Chamber's suggestions as to the Tariff valuations for the year 1881-82, which were revised by a Special Committee representing all classes, and confirmed at a Special General Meeting of the Chamber on the 24th instant.—I have, &c.,

J. GORDON, Secretary.

No. 118C.

GOVERNMENT OF INDIA.
DEPARTMENT OF FINANCE AND COMMERCE.
SEPARATE REVENUE, &c.
Customs.

FORT WILLIAM, 26*th March*, 1881.

Read again—

Resolutions in the Department of Finance and Commerce, Nos. 1972, dated 30th July 1879, and 1327, dated 25th March 1880.

Read—

Resolution in the Department of Finance and Commerce, No. 29C., dated 21st January 1881, appointing a Committee to revise the Tariff valuations for the year 1881-82, and correspondence connected therewith ending with the Report of the Committee, dated 16th February 1881.

Notification in the Department of Finance and Commerce, No. 101C., dated 10th March 1881.

RESOLUTION.—His Excellency the Governor General in Council appointed, for the purpose of settling the Tariff valuations to be adopted for the next official year, a Committee of two members, namely, Mr J. D. Maclean, Collector of Customs at Calcutta, and Mr. J. W. O'Keefe, who was nominated by the Bengal Chamber of Commerce. The several recommendations of the Committee have been accepted by the Government of India and embodied in Notification No. 101C., dated the 10th March 1881.

2. The statements required by the Government of India's Resolutions No. 1972, of 30th July 1879, and No. 1327, of 25th March 1880, were received from Kurrachee on the 7th and 10th February, and from Rangoon on the 8th February. It is desirable that these statements should, in future, reach the Collector of Customs at Calcutta by the 31st January of each year.

3. His Excellency the Governor General in Council does not consider it expedient to take up any general question in connection with these yearly revisions of the Tariff valuations. The proposal of the Bombay Chamber of Commerce to reduce the rate of duty on methylated spirit from 10 per cent. to 5 per cent. will, therefore, receive separate consideration.

4. His Excellency the Governor General in Council thanks the

members of the Committee for their valuable services in revising the Tariff valuations and their careful report.

ORDERED, that this Resolution be forwarded to the Governments of Madras, Bombay, and Bengal, and the Chief Commissioner of British Burma for information and guidance; and to Messrs. J. D. Maclean and J. W. O'Keefe for information.

R. B. CHAPMAN,
Secretary to the Government of India.

No. 2024 OF 1881.

REVENUE DEPARTMENT,
BOMBAY CASTLE, *6th April*, 1881.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward, for the information of the Chamber of Commerce, the accompanying copy of the Government of India's Resolution No. 118C, dated 26th ultimo, on the subject of the revision of the Tariff valuations for 1881-82.—I have, &c.,

H. A. ACWORTH, for Acting Secy. to Govt.

APPENDIX E.

THE BRITISH AND COLONIAL UNION.

DOMINION BOARD OF TRADE, SECRETARY'S OFFICE,

MONTREAL, CANADA, *24th May*, 1880.

SIR,—Referring to the annexed circular letter, which is a copy of one addressed to you in November 1878, the Executive Council of this Board have now to advise the progress they have made towards the formation of the proposed Convention.

On the 12th day of March last, under the auspices of the *Association of Chambers of Commerce of Great Britain*, a meeting was held, attended by the Council of that Association, and by several representatives of Colonial interests, when the following resolution was unanimously adopted :—

"That the proposed Conference be convened by the Dominion Board of Trade, and be held in London in the last week of February, 1881."

It was suggested that invitations should be issued as follows :—

GREAT BRITAIN.	DELEGATES.
Association of Chambers of Commerce	25
City of London	8
Manchester Chamber of Comemrce	2
Liverpool	2
Glasgow	2
Chamber of Shipping	3
Chambers of Agriculture	6
	48

COLONIES.	DELEGATES.
Dominion Board of Trade	10
Queensland	2
Newfoundland	2
Adelaide	3
Victoria	3
New South Wales	3
Cape Town	2
Port Elizabeth	2
Natal	2
West India Islands	6
New Zealand	4
Tasmania	2
Singapore	2
Ceylon	3
Calcutta	3
Bombay	3
Madras	3
	55

It was understood that preliminary to the Meeting, the Dominion Board of Trade should send out propositions to each body invited, stating the objects which they wished the Conference to accomplish, and also inviting resolutions from them to be discussed at the Conference.

The leading object to be obtained by the Conference is the establishment, by fiscal regulations, of reciprocal trade advantages between the Mother-country and the different Colonies of the Empire, and between those Colonies themselves.

With this view it is most desirable that the fullest information relating to the trade of the different Colonies should be given ; and to

that end I am directed to request that you will furnish me, at the earliest moment, with statistics of your trade, stating the available surplus for exportation of your different productions, and of your imports and exports from and to Great Britain and any of the Colonies, and foreign countries.

We cannot but recognize that the bond between the several Dependencies of the British Empire and Great Britain would be greatly strengthened if we could secure the establishment throughout the Empire of reciprocal inter-British trade, with a provision extending to foreign countries the same privileges, upon their agreeing to grant similar reciprocal rights to the Empire.

You are cordially invited, in accordance with the arrangement referred to, to send delegates to the proposed Conference from your Chamber of Commerce, or such organisation as represents your commercial interests.

I sincerely trust that you will, at your earliest convenience, inform us if you acquiesce in the arrangements herein indicated, and furnish me with a copy of any resolutions or propositions which you wish to have discussed, along with the names of the gentlemen appointed by you to attend the Conference.—I have, &c.,

WM. J. PATTERSON, Secretary.

DOMINION BOARD OF TRADE, SECRETARY'S OFFICE,
MONTREAL, CANADA, 1*st November*, 1878.

SIR,—The Executive of this Board have thought it advisable to address this Circular letter to the various Chambers of Commerce throughout the Dependencies of the British Empire, with the object of soliciting their views and co-operation in drawing closer the trade relations between Great Britain and her Dependencies. To obtain this they suggest, that representatives of the various Chambers of Commerce be asked to meet at a Convention, which it is proposed shall be held in London, Eng., as soon as possible in the ensuing year of 1879.

The object of the Convention can best be laid before you by the following extracts taken from the Annual Report of this Board for 1878, the first being an extract from the report of the delegate who attended the Meeting of the Associated Chambers of Commerce of the United Kingdom, held at London in February, 1877, which reads as follows:—

"While watching the proceedings, I observed that all the resolutions of a particular class were worded as follows:—'In all treaties between Great Britain and Ireland, and other Foreign Countries, &c.,' I asked the Chairman whether this Association of Chambers of Commerce was aware that Great Britain had any Colonies—and if so, where they came in for consideration. The result was that the words 'and her Colonies' were inserted after the words 'Great Britain and Ireland'; on further reflection, however, I came to the conclusion that what the Colonies most needed, was more direct intercourse with each other, and that Great Britain, say, under the machinery now existing in the Association of Chambers of Commerce—should aid in drawing

together a Convention of delegates from all the Colonies of the Empire, for the purpose of considering questions of trade and fiscal policy. Such an assemblage might be convened at the same time as that adopted for the Annual Meeting in London of the Association, and the Colonial Delegates might have a representative status at its meetings. It is, of course, an important question, whether it would be wise to adopt a retaliatory policy towards the United States, or any other Country whose present fiscal policy is so antagonistic, either to Great Britain or her Colonies ; but I do think that all lovers of our present connection with the Mother-country should exert every effort to draw the component parts of the British Empire together, in so far as thought and action may contribute to consolidation. This, to my mind, can be better accomplished by establishing freer commercial intercourse between the Colonies themselves, and between them and the United Kingdom, the result of such action being the building up of a Great Trade Empire, with which Foreign Countries would be only too glad to join. In this way, free trade principles would be nursed and protected. I firmly believe that, unless some broad scheme of this kind is planned and given effect to, the Commercial prosperity of Great Britain will be undermined by Foreign Countries, demoralizing separate portions of the Colonial Empire in detail, and inflicting suffering such as Canada has experienced during the past three years."

This question was again brought up at our Annual Meeting of 15th January, 1878, and the following resolution was carried unanimously :—

"That it is desirable to communicate with the Associated Chambers of Commerce in England, with the view of obtaining their assistance in organizing a confederation of Representatives from the Boards of Trade of the Dependencies of Great Britain, to meet in London once a year, or as often as may be considered advisable with the object of drawing closer the trade relations between the Colonies and Dependencies of the British Empire."

Since then the advisability of some such scheme has drawn the attention of many of the leading political economists of Great Britain, and it has been very favourably received by many of the prominent men in this Country.

The liberty is therefore taken of addressing this to the attention of your Board, and it will be a favor, if, at the earliest possible date, you would take it into consideration, and write in reply.

This Board refrains from offering any suggestions as to how the desired end can be arrived at, believing, that if representatives of Commercial interests of the Empire can be drawn together, some practical scheme, alike favorable to Great Britain herself, as also to her several dependencies, and her Indian Empire, may be propounded.—We have, &c.,

A. JOSEPH, President.
WM. J. PATTERSON, Secretary.

15, STRAND, W. C., *9th November*, 1880.

To the PRESIDENT of the CHAMBER of COMMERCE, Bombay.

SIR,—I have recently had an interview with the Canadian Commissioner on the subject of the proposed Conference to be held in

London in February next, with the view of endeavouring to draw closer together the trade relations between Great Britain and her Colonies.

In case your Chamber has not already nominated a representative to this Conference, I have been asked to impress upon it the desirability of this being done without delay, and that you will be good enough to communicate to me, instead of to Canada, the names of the gentlemen who are chosen to represent your Chamber at this Conference.—I have, &c.,

FREDERICK YOUNG, Honorary Secretary.

No. 292 OF 1880.

BOMBAY CHAMBER OF COMMERCE, 18*th December*, 1880.

FREDERICK YOUNG, Esq., Honorary Secretary, 15 Strand, W. C., London.

SIR,—In reply to your letter of the 9th instant, I am desired to inform you that Mr. Magnus Mowat, of the firm of Messrs. J. G. Smith and Co., Liverpool, has been nominated to represent this Chamber at the Conference of Colonial Representatives proposed to be held in London in February next.

If Mr. Mowat is unable to attend, Mr. A. H. Campbell, of the firm of Messrs. Finlay, Campbell and Co., London, will represent the Chamber.—I have, &c.,

J. GORDON, Secretary.

No. 10 OF 1881.

BOMBAY CHAMBER OF COMMERCE, 8*th January*, 1881.

FREDERICK YOUNG, Esq., Honorary Secretary, 15, Strand, W. C. London.

SIR,—In continuation of my letter of the 18th ultimo, I am now directed to inform you that in addition to Mr. Magnus Mowat, or Mr. A. H. Campbell, the Committee of this Chamber have nominated Mr. Donald Graham, of the firm of Messrs. W. and R. Graham and Co., 70, Miller-street, Glasgow, Mr. Edmond Lord, of the firm of Messrs. Lyon, Lord and Co., Manchester, and Mr. Charles Macdonald, of the firm of Messrs. Macdonald, Miller and Co., 20 Lloyd-street, Albert Square, Manchester, to be the representatives of the Chamber at the proposed Conference to be held in February next.

The Committee of this Chamber have nominated four representatives, as it is not unlikely that some of them may be prevented from attending the Conference, and they hope that you will kindly notify to each of them the dates on which the Conference will assemble, and the subjects which will be brought up for discussion.—I remain, &c.,

J. GORDON, Secretary.

REPORT OF THE FIRST DAY'S PROCEEDINGS.

THE WESTMINSTER PALACE HOTEL, LONDON, ENGLAND,
TUESDAY, *February 24th*, 1881.

The following gentlemen were present. Some had been appointed Delegates to represent the various Chambers of Commerce of the Colonies and India, and others had been invited by the Dominion Board of Trade as representing the interests of the Shipping, Commerce, and Agriculture of Great Britain :—

Canada		Colonel Gzowski. R. R. Dobell, Esq. R. Gillespie, Esq. George Moffatt, Esq. J. G. Ross, Esq.
Melbourne		W. Westgarth, Esq. F. T. Sargood, Esq. A. J. Malcolm, Esq.
Adelaide		W. G. Cuthbertson, Esq. John Gordon, Esq. Neville Blyth, Esq.
New South Wales		Saul Samuel, Esq. J. L. Montefiore, Esq. F. H. Dangar, Esq.
New Zealand		Sir Julius Vogel.
West Indies.	Jamaica	Neville Lubbock, Esq.
	British Guiana	Do.
	Trinidad	Do.
	Demerara	Do.
	Barbados	D. C. Da Costa, Esq.
	Windward Island..	Rodolph A. Hankey, Esq.
	Leeward Islands ..	The Hon. T. B. H. Berkley, C.M.G.
	,, ,,	Sir George Chambers.
	,, ,,	J. L. Ohlson, Esq.
India	*Bombay*	M. Mowat, Esq. A. H. Campbell, Esq. Donald Graham, Esq., C I.E. Edmond Lord, Esq. Charles Macdonald, Esq.
	Calcutta	John N. Bullen, Esq. Stephen Ralli, Esq. D. H. Macfarlane, Esq., M.P.
Cape Town		J. D. Thomson, Esq. J. S. Prince, Esq.
Port Elizabeth		A. J. Macdonald, Esq. A. C. Stewart, Esq.
Natal		A. Parker, Esq. P. Henwood, Esq. T. Morgan Harvey, Esq. A. Fass, Esq.
Ceylon		Alfred Wise, Esq. J. T. White, Esq. F. Newman, Esq.
Singapore		W. Paterson, Esq. Jasper Young, Esq.
British Columbia		H. C. Beeton, Esq.
Nova Scotia		W. Miller, Esq.
City of London		C. Churchill, Esq. H. B. Muir, Esq. William Dunn, Esq. R. T. Turnbull, Esq.
Shipowners' Association		W. W. Strang, Esq.
Central Chambers of Agriculture.		Major Craigie.

Royal Colonial Institute	Frederick Young, Esq., Hon. Sec.
Edinburgh Chamber of Commerce	R. A. Macfie, Esq.
Miscellaneous	Sir Alexander T. Galt. Sampson S. Lloyd, Esq. James Henderson, Esq. E. Hepple Hall, Esq. W. M. Macpherson, Esq. James Hole, Esq. J. P. Corry, Esq., M.P. G. Molyneux, Esq. Charles Palmer, Esq., M.P. W. H. Cooke, Esq., Sec. Steamship Owners' Association. James Blackwood, Esq. Capt. John Davis. John Gordon, Esq. T. H. O'Neill, Esq. B. Plummer, Junior, Esq. Stephen Bourne, Esq. Major Seddon. C. B. Walker, Esq. Thomas Glover, Esq. P. Redpath, Esq., and A. C. Shelley, Secretary.

Mr. Sampson S. Lloyd was unanimously voted into the chair.

The Secretary read the following circular letter convening the meeting :—

17, PARLIAMENT ST., S. W., 21*st Feb.*, 1881.

INTERCOLONIAL TARIFF CONVENTION.

DEAR SIR—The Dominion Board of Trade of Canada solicit your presence at the Conference of Delegates from the various Colonies and Chambers of Commerce, to be held on Thursday next, the 24th inst., at 11-30 a.m., at the Westminster Palace Hotel.—Faithfully yours,

A. C. SHELLEY, Secretary.

The Chairman—I conceive that we are met together as fellow-citizens from different parts of the British Empire, prompted by a sincere desire to advocate the well-being, the greatness, and glory of the whole, by promoting closer and more complete intercourse between its constituent parts. That, I imagine, is what brings us here. It only occurs to me now to say that if we consider the enormous magnitude of our British Empire, that it comprises, I believe, somewhere about eight millions of square miles (or one-seventh of the total land surface of the globe), and probably one-fourth part of the world's entire population, it seems at first sight to me and probably to you that there must be something rather abnormal, and admitting of some remedy, if any large portion of the industrious population of such an Empire should continuously lack employment. Considering that that Empire comprises every variety of climate and soil, and that it is capable of producing in immeasurable quantities almost every substance which man's wants require, which his industry can fashion for his use, or which commerce can exchange—I say, it does seem an abnormal state of things, and admitting of some remedy, that any of us who are able and willing to work should experience the want of markets to receive the produce of our industry, with such an Empire as that is, united with us under the Government of the same Sovereign. (Hear, hear.) Still more does it seem to me abnormal, that in order

to get employment for our people, our Government should go about supplicating foreign nations to grant us in a most niggardly spirit and degree, markets for our produce, by means of treaties of commerce, which are very one-sided in their operation, and which, so far as I have seen, do not offer to us very great advantages in this country, and which are specially inconvenient in tying up our hands for a long series of years, and prevent us making any changes which for some good reason or other we might desire to make, and which we are debarred from making through the restrictive character of these treaties. That being so it is high time that this state of things should be seriously and impartially reviewed in a wise and patriotic spirit by all citizens of every part of the British Empire, to whom the well-being of their own particular part and of the whole is dear. These considerations seem to me to have special force at the present time. You are all aware that we have just now a foreign State which is using very great efforts indeed to draw one part, if not two, of the most important portions of the Queen's dominions into closer and more exclusive commercial relation with that foreign Power to the exclusion of the other parts of our common Empire. We know perfectly well what happened in the case of Germany. The different separate States now constituting the German Empire were drawn by the far-seeing statemanship of Prince Bismarck into an union which was at first merely a commercial union ; but when their commercial interests had been thus bound together, the political union of those States very soon followed. Well, we cannot doubt (at least I cannot) that if the efforts now being made to draw some of the most important portions of the Queen's dominions into special and exclusive commercial relations with a foreign power should be successfully carried out, that an exclusive commercial union thus cemented with such foreign power would be followed in all probability at no very distant date by a closer political union between them which would mean dismemberment of the British Empire. I know that there are some persons who would view such partial dismemberment with acquiescence, who would even say, 'Let our Colonies go over to Foreign Powers if they prefer it. I most decidedly differ from that opinion, and I think we may all agree, setting aside political views, that it would be a great calamity (apart from the evil of having the enormously high rates of the United States tariff imposed upon our exports to Canada and to our West Indian colonies in lieu of the comparatively moderate rates now imposed on those exports) if all the ports of the Atlantic coast of America and the Pacific coasts too, which we now possess, were shut against our navy, and possibly against our mercantile marine, in the event of a great war. That would be one of the results of the political union of our American dependencies with a foreign State which I, for one, cannot contemplate without alarm. Whether we, in the abstract, desire a large empire or not, I say that fact alone, if accomplished, would be a great calamity, and one we cannot deprecate too strongly, and, therefore, I cannot conceive any patriotic Englishman looking without concern upon any such dismemberment of the Empire. It does not become me to anticipate your dicussion by offering any further opinions of my own, either as to the best means of accomplishing what we desire, or as to the difficulties which we may anticipate in the attempt. I will only say I cannot but feel that any earnest

attempt to draw closer, if it is possible, the various component parts of our Queen's dominions, and of that Empire of which we are all so proud to be citizens, (whatever may be the measure of aid which we may be able to give to the solution of these questions), is well worthy the consideration of the wisest, and the best energies of the ablest members of the British nation. (Loud cheers.)

Mr. Saul Samuel—I think we should know from those authorised to inform us, by whom we have been called together and for what particular purpose; and I think we should further know what the precise object of this movement is.

The Chairman—I can answer the first question by saying that we are called together by the Dominion Board of Trade of Canada, and perhaps Mr. Dobell will be good enough to answer the other questions.

Mr. Dobell—Mr. Chairman and Gentlemen,—As far back as the year 1877 the Dominion Board of Trade of Canada took into consideration the best steps to adopt for the purpose of drawing closer together the trade relations between the colonies themselves, and between them and Great Britain. In 1878 they issued their first circular, asking the various Chambers of Commerce throughout the empire whether they approved of such a scheme, and we received replies from them entirely approving of the movement. In 1880, at our annual meeting, in Ottawa, we unanimously resolved to take action, and our executive convened this meeting to ascertain the views of the various delegates. The representation was arranged, and the date of the meeting fixed by the Dominion Board of Trade of Canada and the Council of the Associated Chambers of Commerce in London, in February, last year. Perhaps you may expect, as the Dominion Board of Canada has taken upon itself the responsibility of convening this meeting, it might be prepared to-day to offer a series of resolutions for discussion, and such was our intention, for when we issued the second circular letter we invited suggestions from other Chambers of Commerce, from which we intended to formulate some scheme that we might lay before you; but although those Chambers wrote to us approving entirely of our proposed Conference they did not send us any suggestions, or copies of any resolutions, which they might wish to advance. We, therefore, thought it desirable to make this a preliminary meeting to learn your views, and to decide whether you think it possible that we can devise any scheme for drawing the various dependencies of the empire into closer trade relations amongst themselves and between them and Great Britain. We are by no means insensible to the difficulties which we shall have to overcome in accomplishing this, but we are sanguine of the advantages that would accrue not only to each colony but to Great Britain herself if such a result could be obtained, and we do not see why, if all the colonies are favourable to such a movement, as the various Chambers of Commerce in their midst have so advised us, that we may not to-day make some advance towards the attainment of such a desirable end. (Hear, hear.) We may admit at once that from what we have learned by enquiry from those in the confidence of the Government, any attempt at the present time to introduce any radical change in the ultra free-trade policy of this country would be futile, nor do we think it will be desirable to let ourselves drift to-day into any discussion upon mere abstract principles of trade. We may, however, and we ought, to watch carefully the application

and the working of the present protective policy of other foreign countries, and we in Canada naturally reflect upon the wonderful progress and prosperity of the United States of America, which country, be it remembered, is only divided from us by a thin line of river, lake, or wood. We find not only that the tide of emigration is rolling in upon their shores from Great Britain and other European States, but we have also to admit that great numbers of our labourers and artizans were leaving Canada, to work in the manufactories of the United States, where they obtained better wages, and at very little, if any, additional cost for the actual necessaries of life. You are all aware that up to quite a recent period Canada tried to work under free-trade principles, but what did we find? We found the country suffering, her industries paralyzed, and her people discontented by our allowing the surplus products of the United States to be sent in to us almost free of duty, while they set up a fiscal barrier against ours. For the last eighteen months the Legislature have endeavoured, by increasing their import duties, to put a stop to the influx of American manufactured goods, and the result to-day is the lessened trade with the United States, and the increased trade with great Britain; our factories are at work again, our revenue is increased, and our people contented, with full employment for all our industrial population. Now, if this country thinks it is desirable that her own people should emigrate and settle in colonies owning allegiance to the same Crown, is it not a question worthy of consideration, whether Great Britain might not extend to those colonies trade advantages over what she gives to foreign countries that meet her with hostile tariffs? I cannot understand, nor do I see any logic in this country affirming its belief in ultra free-trade principles, and at the same time adopting the policy which seeks by suppliant entreaty to enter into treaties of commerce with foreign States, binding not only hereself, but her dependencies also, to a strict system of protection to certain foreign countries under the treaty containing what is known as the most favoured nation clause, but making no effort to draw closer the trade relations between herself and her colonies. Why should not this country meet her colonies by a tariff admitting the grain and provision, the tea, coffee, and tobacco from them on more favourable terms than she would admit the same articles from foreign countries not allied to her, and which will not extend reciprocal advantages such as the colonies would be ready to grant to her? I believe it is a question for serious consideration how long this country can afford to pay to the United States a balance of about £55,000,000 sterling annually, for food and other imports, over and above what the United States will take in manufactures from her in return. I maintain this is a most important question, and although, no doubt, a large proportion of that balance represents interest on loans previously contracted, nevertheless I think it is worthy of investigation whether a large part of it is not paid by the actual sale of investments formerly made by the British people in the States. Another problem, and I think one deserving of attention, is this, that if Great Britain received the produce of her colonies, and all foreign countries which would extend to her reciprocal rights, free, the United States or other foreign nations not doing so would themselves have to pay any duty that Great Britain might levy on their products, and the cost to the consumer would not be thereby

enhanced, because it is quite as necessary for these foreign countries to find an outlet for their surplus products as it is for this country to receive them. I don't think it is necessary, to-day, to detain you with figures of the trade between Great Britain and her colonies; it is sufficient for you to refer to any of the statistics yourself, because they show that our trade is increasing year by year, and that it is and will prove to be the most advantageous and important part of her export trade. If Great Britain could only see it to her interest to enter into some closer arrangements with the colonies, and take the lead in this scheme which we have initiated, it would of course greatly facilitate our action; but, if not, I do not see why the colonies themselves should not endeavour to establish a closer inter-colonial trade and, setting aside all jealousy, and being prepared to submit to some present sacrifice for the greater benefit in the future, they may work towards building up a great free-trading empire, and that Australia and the Cape, the West Indies and Canada, with all the other British dependencies, might interchange their various products as freely as the various sovereign States of America exchange theirs. To accomplish this, endeavours must be made to induce Great Britain to remove all disabilities which at present exist, and which prevent some of the colonies from entering into such a confederation. If Great Britain would remove those disabilities, we should be able to remove or lower our tariff between each other and to trade as closely as we could, but the aim would be, to remove light and other dues on shipping as far as possible, and this quite irrespective of any tariff that we may wish to put upon foreign countries which will not extend reciprocal privileges. Further, that if foreign countries or states adopted a hostile tariff, or refused reciprocal advantages to one part of the empire, the whole empire would be prepared to meet that foreign power with a retaliatory policy. In these days I cannot see any other way of fighting the great question of free-trade. We believe in free-trade, and we are free-traders, but you have not got free-trade in this country: instead of free-trade increasing under the policy of Great Britain, the iron hands of protection are strengthening around her to strangle all her trade, and will do it, and when the United States is strong enough, (after they have paid off a large portion of their national debt) you will then find that it will be too late to force them to change their fiscal policy. They will be able to flood our markets with articles which they can produce on more advantageous terms than we can ourselves, and they will then become keen competitors with us for our foreign and colonial trade. The greatest safeguard would be to try and establish a great inter-colonial and inter-British trade amongst ourselves. I may also suggest that it would be desirable that all the colonies should enter the postal union, and that we should have as much as possible direct cable communication between Great Britain and her colonies, and, if possible, between the several colonies themselves, so that time and distance would be abolished by steam and telegraphy, and, as Mr. Bourne very tersely puts it in his book, 'Geographical distance has gone completely; now you may cable to Australia and get your answer back, and may have intercourse with the most distant part of the empire with less labour than you used to have with the parts of Great Britain herself.' I think this as nearly as possible explains why we called the meeting together; and the hopes and

aspirations which we indulge in. I may have put our views very crudely, but I have put them as plainly as I could. I only wish we had more present here to-day from Canada, where the desire for this movement is almost unanimous; Canada wishes to record her desire to have a close-binding union between every part of the British empire, and I believe that this sentiment is growing every day stronger and stronger in this country also. It is my duty, following my own private business, to travel all round the coast of Great Britain frequently; there is scarcely a sea-port that I do not visit in the winter season, and wherever I go and whomsoever I speak with I hear one strong feeling most earnestly expressed to make some movement in this direction: and when I reported this back, and gave, as I thought, a faithful photograph of the feelings of this country to my Executive in Montreal, they said, 'will you endeavour to work up this when you go to England next Fall?' and I promised to do it, and have tried to carry it out. I do not know that I can advance any stronger arguments than I have in fulfilling this obligation. I don't question the advantages of free-trade as against protection, because I believe if we can have universal free-trade it would be the best thing for the world, but the difficulty is we cannot get it, and it only remains for us to consider what is best to do under present circumstances to endeavour to induce other countries to give it to us. I don't think the working of the ultra free-trade policy for the last ten years has favoured either Great Britain or her colonies. I quite agree when this country adopted free-trade she was in a splendid condition to profit by it, but I think that position has been lost to us, and that giving all advantages to foreign countries, and receiving none in return, has enabled them to compete with us. Free-trade would be an advantage to this country, but I believe the present so-called free-trade is an entire misnomer, and that Cobden, in his time, would never have advocated it, neither do I believe the pioneer of free-trade would ever have supported it. (Hear, hear.)

Mr. Sargood—I think this meeting being held privately is an unwise proceeding. It appears to me that if we are to succeed in the present movement it will be necessary to be supported out of doors. We are here in a more or less representative character. I know that in Victoria this question has been discussed in public, and I fail to see why any discussion that is to take place here should be done in what may be called a hole-and-corner manner. I held that opinion before you spoke; and having heard you speak I am more fully convinced that it is injudicious that this discussion should be closed to the public at large. If I am in order I will take the sense of the meeting on the subject, and I will move that the proceedings of this Conference be public, and steps be taken to that end.

The Chairman—For my part I am not ashamed of any opinion that I may express, but I think the meeting is acting with a due regard to its own convenience in not publishing the proceedings to the world at present.

Mr. Dobell—I would suggest that we leave the matter of the publication until the close of our meeting. If Mr. Sargood will withdraw his motion, and let it come up at the end of the meeting, I think we could then vote upon it, and, perhaps, unanimously.

Mr. Sargood—There is one point that I should like to mention. It is impossible for us to carry away the important points in our

memory which Mr. Dobell has raised, and I would suggest that they should be put in print, so that we could look over them much better.

Colonel Gzowski—I wish to make only one remark. Whilst, as the Chairman has said, we have nothing to hide from the public, nor are we ashamed to have our views explained, yet we all know that whatever decision is arrived at here, to give it effect it must have the approval of Her Majesty's Government, and it would be far better if we go to them without differences. If this motion which has been passed is brought up and cancelled, as I understand it will be, and we can agree, as Mr. Dobell has said, as a unit, it would be much better for the objects we have in view.

Mr. Frederick Young—I think it would be desirable to suspend the matter until after the meeting. No one could tell exactly what turn the Conference might take, and a great deal would depend upon the course of proceedings as to whether it would be desirable to have it made public or keep it to ourselves.

Mr. Sargood—I have not the slightest objection to adopt the suggestion of the chair, but it must not be understood that I am debarred from presenting it again.

The Chairman—Certainly not.

The matter then dropped.

Mr. R. W. Gillespie—I have been requested to move the first resolution, a duty I have much pleasure in performing, although I regret it has not been entrusted to one who could better discharge that duty. I am sure, however, that you will kindly accept my effort with all indulgence. Sir, I imagine that the main object we have all in view to-day at this meeting of Colonial interests is not only to cement but to strengthen the relations between the Mother-country and her Colonies; indeed, while our desire is to extend commercial interests and sympathy between the dependencies of Great Britain, we also aim to maintain and perpetuate the British Colonies as integral portions of the Empire by drawing closer and closer the political as well as the commercial interests of all those colonies with the parent country. It is true I may be met with the remark that some of our colonies have adopted a policy at variance with the political notions that prevail at present in this country, and while this subject may have indirectly some bearing on the question before us, and may be the subject of discussion hereafter, I do not intend at this time to intrude my observations further than to say that we may fairly presume these colonies know their own affairs best. Most of them have responsible government, and if the representatives of the people support that policy I do not see what right we have to complain. The colonies must raise revenue to meet their expenditure, and to sustain their credit; and in their present early existence I cannot divine by what other means than by custom duties they would be able to raise sufficient revenue to meet their demands; but, leaving this particular question, I would venture to express the hope that some practical means may be found and adopted by which the Colonies can be brought fully to realize the advantages of reciprocal commercial relations, by which, I believe, Intercolonial Trade might be greatly increased to their mutual benefit. Canada has by her recent policy encouraged this interchange, and has fostered it by offering advantages to direct shipments of products both from her sister colonies and elsewhere. I believe this is a branch of trade which will develop largely, and in doing so it cannot be doubted that

it will create mutual sympathies and alliances which will tend to strengthen and consolidate the Empire of Great Britain even firmer than ever. Permit me to revert briefly to the connection of the Colony of Canada with the Mother-country. It has been stated that Canada, by the fiscal policy she has adopted, proves herself inimical and injurious to British interests. Why, sir, what is the result of this policy towards Great Britain as shown by the last returns of trade? the imports from England have increased during last year by thirteen million dollars, while the imports from the United States have decreased by eight million dollars. Canada imposed these Custom Duties on American manufactures to preserve her domestic industry, and the result is great prosperity in the Dominion. Before I move the resolution there is one subject I should like to say a word or two upon—it is that of Emigration. I wish we could see the Government of this country in conjunction with the different Colonial Governments establishing some comprehensive scheme of emigration, by which those who are anxious to emigrate would be assisted to do so. Such a scheme would I am sure prove a source of vast advantage not only to the emigrants themselves, but would at some time be the means of relief to this country, especially at this time to Ireland, and also be an important and lasting benefit to the Colonies, where millions upon millions of acres only await the toil of man to enrich the world and bind our Colonies more closely to the old Country. He concluded by moving,

'That in the opinion of this meeting it is a matter of the utmost importance for the promotion of the Commercial interests of the British Empire, and for the preservation of its unity and integrity, to draw closer the trade relations between its various component territories. And that special steps be taken for that purpose.'

Mr. Charles Churchill said—I wish it had fallen to the lot of some gentleman more especially connected with the Colonies than I am to second this resolution; nevertheless, I do it with great pleasure, for I do not think it possible for any meeting to have a more important object in view than that of drawing closer the relations social, commercial, and political of the Colonies of Great Britain with each other and with the Mother-country. When I look back upon the course of events in this great Empire during the last half century, I cannot think that they have been directed to the best advantage. After the loss of the United States, owing to the arbitrary system of government of the Colonies pursued by this country, it seems to have been thought best that the system should be entirely reversed, and that the Colonies should be left to go entirely their own way with a view to eventual separation from this country. It would have been a better idea, while giving the Colonies self-government, to have invited them to send representatives to the Imperial Parliament, and so to have made them integral parts of the British Empire, letting them feel that there was no difference between an Englishman living in any one of the Colonies or dependencies or in England. Let us also for a moment consider the fiscal and commercial position. No doubt, fifty years ago, we had a barbarous system. During the great struggle with the first Napoleon custom duties had been put upon every article of import with the sole object of raising a great revenue; this gave to the free-trade advocates an enormous advantage in pressing their theories to the utmost extent, and we gave up the duties on one article

after another without getting any equivalent from foreign countries for the advantage we gave them. If instead of this we had made a Free-Trade Union of England and her Colonies, we should have been independent of the rest of the world; this need not have been done in a selfish manner to shut out other countries, but rather every nation should have been invited to join our Free Trade Customs Union. If that course had been adopted, the advantages we had to offer were so valuable that it would have been to the interests of other countries to give us Free Trade in return. I am a free-trader, but free imports and restricted exports are not free trade. Are we agreed that we have made mistakes in the past? If so what can be done now to improve our position? Public opinion in England has been so saturated by the free-traders with their dogmatic theories, that I must confess I do not think it is ripe for any change in the direction of reciprocity, but the time seems not far distant when the conviction will force itself upon the mind of the public that a system under which the balance of trade has become so enormously against this country, must be wrong, and the English public will demand a reconsideration of the subject. The Colonies, putting aside all jealousies and drawing close together, should prepare themselves for uniting as one with their friends in this country, and they will succeed in establishing a more just and proper relationship between England and her dependencies. I have much pleasure in seconding the resolution.

Mr. Mowat, *late member of Legislative Council of Bombay, and Ex-President of the Bombay Chamber of Commerce*, said—The object of this meeting being reciprocity between Great Britain and her Colonies I, as the Delegate from the Bombay Chamber of Commerce, am opposed to such a proposal. I oppose it because it would reverse the present fiscal policy of England, and with regard to her great dependency, India, I need hardly say that any reversal of that policy would be fatal to the best interests of both countries. England, no doubt, allows those Colonies, who have responsible Governments, to make tariffs of their own, but as India is governed in a different and more absolute manner, no Secretary of State would sanction fiscal privileges at variance with those of the Mother-country. But let us look at those Colonies which are working under protective tariffs, and those which have adopted free-trade principles, and I make bold to say that the free-trade Colonies are the most successful. We have an illustration of this in New South Wales. A previous speaker laid stress on the trade balance between England and the United States being much in favour of the latter. This is due to large importations of food-grains and raw cotton. But if we pay sixpence or eightpence per lb. for cotton to the United States, and send it out in a manufactured form to India or China at one shilling or fourteen pence, we are surely gainers. In dealing with a great question of this kind, you must not take the balance as between England and one country, but the trade of the nation as a whole. If you do this you will find that we benefit by our importations from America, otherwise they would not be made. The importations into India are chiefly from Great Britain, those from foreign countries being small in comparison. Since the opening of the Suez Canal the exports from India to the continent have greatly increased, and I think that to attempt to reverse the

present policy would be a fatal and suicidal step. I believe in the continuance of that free-trade policy which has made England what she is: wherever she competes with other nations on equal terms, she is the first in the race of competition. Those being my views, I mean to vote against the resolution which has just been proposed.

Mr. Ralli—As a delegate of the Chamber of Commerce of Calcutta I beg to support the opinion of my brother delegate of Bombay. We delegates of the Chambers of Commerce of India do not represent only the Trade interest of India but also the interest of the large masses of the Indian people. As you are aware, those people are poor, and their evident interest is that they should be able to buy the goods which are imported at the lowest prices possible, and be able to sell the produce of India and her manufacturers at as good prices as it is possible to get. It is to the interest, therefore, of India that she should have free trade without restriction, and free trade as understood by Mr. Cobden and Mr. Bright, of whom we, the delegates of India, are the disciples. What is the import trade of India with those countries where there is protection, or where there is partial protection, and what is the import trade in India from those countries? I am going to say a few words on this subject to show you that a retaliatory policy would be most disadvantageous to India. I will speak first of the export trade from France to India, and then of the import trade into France from India. What do we import from France into India? A few silk articles, and some wines and spirits. Whereas the import trade from France to India is quite unimportant, the export trade from India to France is very considerable indeed. What are the articles which we export to France from India? Since the opening of the Suez Canal we merchants in India have been able to compete in France with America and Russia. We export to France a very large quantity of Indian wheat, seeds and cotton, and if the ideas of the promoters of this meeting were approved by the delegates of India and put into force, and if the Indian Government allowed what you require to be done against France, what would be the result? The result would be this: that France would retaliate, and we should have also differential duties in France against our Indian wheat, cotton, and seeds, whereas now we import them from India, through the Suez Canal at a cheaper cost than they can be imported into Marseilles from America and Russia. I may say the same about Indian cotton. We import now large quantities of Indian cotton into Marseilles and Havre. Supposing there were differential duties in India against French goods, a differential duty would be put on against our cotton, and French manufacturers, instead of Indian cotton, would use American cotton. As regards linseed we export large quantities, and as large quantities are grown in the South of Russia, if a differential duty was imposed in France on Indian seeds we should lose our trade, and we should be supplanted by the Russian merchants, and the same may be said with regard to rape seed, which we import largely. We should be supplanted in that trade by Russia and Roumania. It is evident that, as regards our increasing trade from India to France, this trade is benefited by the present policy, and that it is not in the interest of India to levy heavier duties on the goods coming from protectionist countries like France than on the same goods coming from free-trade countries. With regard to the trade between India and America, it is gradually

increasing year by year. Jute cuttings, which are very little used in England, are largely used in America for paper making, and the moment you put in India a differential duty on goods exported from America to India, America will put an increased duty on jute cuttings, and what would be the result? Why, the paper mills of America would use Esparto grass from Spain and Africa, instead of using our jute cuttings. Besides which our gunny trade between India and America would be lost to us altogether, and it would go to Dundee. For this reason we delegates are quite opposed to the ideas of this meeting. We want free trade in India, and free trade without restrictions.

Mr. D. H. Macfarlane, M.P., did not wish to take up the question in his capacity as delegate for the Calcutta Chamber, as it had been completely exhausted by his colleagues. Every one present, and in the country, most cordially reciprocated the expressions of friendship that came from Canada; and there was no colony belonging to Great Britain for which there was a stronger sympathy of cordiality than for Canada. At the same time he must say he did not gather from Mr. Dobell's speech the practical object he and his colleagues had in view in calling the meeting. He regretted their delegates from Canada had not formulated some scheme which they could put before the British Government, because the question of free-trade or protection in this country could not be settled by a meeting at the Westminster Palace Hotel, but it must be sent over to the other building opposite, viz., the House of Commons, to be settled them. He was quite sure the people of this country had had such experience of the advantage of free-trade that nothing would induce them to go back to protection; because they had learnt the lesson that protective duties were only indirect taxes upon the people. He could well understand that it might suit the policy of very young countries that wished to promote their own manufactures to exclude manufactures from other countries during the time that they were getting their machinery in order for the purpose of becoming what they might call self-supporting. For a short time that policy might be wise and practical; but to carry on, as he understood the proposition to mean, a sort of duel between free-trade and protection, seemed to him a very short sighted policy. He would vote for the resolution with great pleasure, because it seemed to him that there should be friendly and cordial relations between the colonies. He was sure they all agreed with that, but until the Dominion Board put forward some practical scheme he should reserve his vote on the question.

Mr. Ralli—Before we can vote in favour of the resolution you must define the steps you would take to carry it out.

Mr. Doubell—No. We simply met to-day to pass that resolution and open the discussion in a general way. The next resolution will, probably, give more ground for contention, if you wait for it to be brought forward.

Mr. Saul Samuel—I would suggest that the promoters of this Conference should cause copies of these resolutions to be circulated amongst the delegates from the various Chambers of Commerce, in order to give time for their consideration, as at present we are really working in the dark upon a very important question. (Hear, hear.) So far as I am concerned the colonists I represent are free-traders, and I will be no party to any action which involves the assent of

this meeting to anything approaching protection. (Hear, hear.) It appears to me from what has been stated by Mr Dobell, that the object of the Board of Trade of Canada, who have invited us to meet here, is to obtain what they call reciprocity, which requires the imposition of differential or discriminating Customs duties; and further, if I understood him correctly, he said that England should in her treaties and otherwise favour her Colonies. I am at a loss to know in what way she can favour them more than she is doing at present. In accordance with the principles of free trade she admits their manufactures and produce, with few exceptions, free of duty, and accords them all the rights and privileges of the most favoured nations; while she is doing this she permits her colonies to impose high duties upon the manufactures and products of this country. (Hear, hear.) The Colony to which I belong have very light import duties, and the desire of the Government and the Legislature is to assimilate their tariff as nearly as possible to that of Great Britain; that is a kind of reciprocity I should like to see established; to ask for anything else is to ask for the reversal of the policy of this country, which is not likely to be agreed to, and it seems to me something like a degradation for a number of British merchants, representing the trade of a large portion of the British Empire, to propose to adopt any course, the effect of which must be to restrict the operations of trade; and I would warn the gentlemen here to-day against submitting to the Government of Great Britain proposals or enunciating a policy which they must know cannot be assented to. (Hear, hear.)

Mr. Macfie—An old Parliamentary colleague of mine, who represented your great emporium many years before you, sir, did, very long ago proposed that there should be a Free Trade Union of the British Empire. He is one of the strongest Liberals of the House of Commons. Canada has been mentioned. I am sorry that its policy should be what it is. I understand that Great Britian stands foremost amongst the ship-owing nations of the world, and Canada comes very near to the Mother-country. Canada will suffer extremely from this very remarkable policy of France, with regard to bounties or shipping; and I think we ought as citizens to save not only the Mother-country but Canada from the dangers which such a policy threatens her. It is the commencement of a like policy among other nations. Is not our liberality being abused? Are not our open ports being made use of to bring in manufactures from abroad at such rates as to be injurious to the population of this country? We have heared a deal about free trade this morning. There are many articles which may enjoy free trade. I advocate absolute free trade in articles of food. If we introduce restrictive duties on food we raise prices. It is not so in the case of a like protective duty on manufactures, for we can build as many manufactories as will ensure any amount of competition within the British Islands or within the British Empire. Therefore to impose what may be called a protective or reciprocity duty upon manufactures does not raise prices, while it keeps within the empire that which we are in danger of losing and shall absolutely lose if we do not take care. Nothing in the way of party politics has been expressed to-day. We were glad to see India so well represented here, but the three articles which have been mentioned by Mr. Ralli were raw materials. Now, no one would propose protective duties

upon raw materials. France is teaching us a lesson now. She is most artistic. Let us not be ashamed to take a lesson from her of general duties. I hope you will pass the resolution.

Mr. Dobell, in explanation, said that if the delegates from the colonies were not aware of the objects of the Conference it was not due to any fault of the Dominion Board of Trade of Canada, for as far back as 1880 they issued a circular letter to all the colonies inviting them to a Conference, and on their replies the Dominion Board followed up by holding the present meeting. So that no surprise had been attempted upon them. The first resolution to-day had been framed and proposed by a gentleman representing Canada, for this reason, that it might be passed unanimously; and then they would propound their scheme more fully afterwards. He hoped, therefore, the resolution would be passed.

Mr. Westgarth—As representing the Chamber of Commerce of Melbourne I should be sorry to let this resolution pass without a few remarks. I agree with my friend Mr. Macfie that this is a most interesting meeting. I think we have never had one so interesting and important, and I hope it is the beginning of a movement towards the attainment of some great object. We shall very likely not agree; in fact the elements of discord are very apparent; still we have a great cause before us, and this is the only way to come to some definite results. I think, sir, you struck one key-note of the case before us when you alluded to the strong hand brought by Prince Bismarck upon the German Empire. We know what the position of Germany was before the Confederation. She was the greatest Power in the world, you may say, and she was at the mercy of an inferior Power, simply through disagreement or want of unity; and his first means of bringing about the present unity was through a commercial Zollverein, and afterwards a political unity came. I cannot help, although I am a free-trader and agree with all the remarks in that direction, feeling that there is a strong point, failing other means, of forcing by a tariff system, that political unity which is still wanting at present in our Empire. To that extent contingently I go, and it seems to me we might have endeavoured to shape this first motion in that contingent sense. I do not exactly agree with the way it is worded. I think we should have improved it by putting it in this form. First of all let us admit that there is this want of cohesion in our Empire, and that it is desirable to consider some plan with regard to the commercial relations which may assist the cohesion. With regard to the remarks already made, there has been a great variety of opinions expressed. First of all I remark that there is an opinion in Canada which seems to be prevalent, that although we have had a great success with our Free Trade in this country, yet that is now coming to an end, by the obvious fact that our imports are in great excess of our exports. Now most parties here have spoken to that effect, and it is an extraordinary delusion. The fact is that our imports are so specially great as they now are because some of our chief borrowers are paying us off principal as well as the yearly interest, and in consequence enormous means are pouring into us, particularly from America. I was confirmed in that view by the remarkable import and export returns of the United States recently. For the last three or four years, I think, the exports from that country have exceeded the imports by from fifty to eighty millions sterling.

Now what does that mean regarding our own case? For some time back the imports have, on the contrary, exceeded the exports by upwards of a 100 million sterling, and the argument is that we are thus wasting our capital in some unstated way. It is assumed, as a fact, that we are wasting our capital by living upon it, instead of upon income only. Now it is well known in this country that we are saving profits to a large amount every year. In fact, Mr. Giffen and others have made calculations more or less precise upon the subject, and it is know that the habits of all classes, at and above the middle class, tend to saving, and that the saving is very large indeed, and that, therefore, we cannot possibly be over-spending our means. Mr. Ralli has showed how extremely delicate in self-acting and self-adjusting were the present free-trade arrangements with regard to India, illustrating how one thing balances with another in the unrestricted trading. He pointed out how very large is the business on the one hand between India and France, and that there are very few importations into India from France, but very large exportations from India to France, and so there is a circle, the Colonies helping to maintain the general balance. It is no great matter if we receive many imports from one country which will not take our exports in a direct return, so long as we can travel round other ways with our exports, giving them to other countries and so finding our balance as well as our profit at last. It has been said that our Canadian friend's object is that this country should admit the produce of her Colonies on more favourable terms than she admits the products of the rest of the world.

Mr. Dobell—Yes, but any countries which give reciprocal advantages are to be admitted on exactly the same terms as the Colonies. What we propose is that if the Empire will agree together to receive goods from all countries that would be willing to enter into reciprocal rights with the Empire, that we would receive from every one on reciprocal terms.

Mr. Westgarth—Just so; then, of course, if that were to happen, if the Colonies and all other countries would agree, it would be a very good thing, but have we the slightest hope that they will? As Mr. Ralli said, the first step of our going into this reciprocity direction and favouring our Colonies, for that is what it would practically mean, would be that we should ruin India, so far as the large trade is concerned, which they are carrying on with France. Then, again, consider what would be the general effect. Suppose we were to alter our whole system, abolish Free Trade, and introduce the protection method for the produce of our Colonies, by excluding the products of the rest of the world? What would be the effect upon the vast mass of our people? Our ports now are open for every product, and the best and cheapest articles of every part of the world, and it is on account of this command of the best and cheapest articles of the world that we are able, successfully, to compete in manufactures and other things with any part of the world. The result would be, therefore, that the step which Canada appears to recommend would very seriously alter for the worse the resources of the great mass of our people. I think, as this is only a preliminary meeting, that the first resolution might be shaped more generally, and I have given Mr. Dobell a copy of what I consider to be a more general resolution, and

when we have passed that we might proceed with the second resolution in the sense of further particulars.

Mr. Bullen—I do not rise to speak on the general question, which has been fully discussed by my colleagues; I will only say that I entirely concur with every world that has fallen from them. What I wish to propose is, that this meeting be adjourned; and that the gentlemen who have called us together should formulate something definite to be considered hereafter. As far as that goes which has been proposed, there is not a word in it which I could not agree with and vote for; but if we are to understand that what we want is reciprocity (which I understand is veiled protection), I must say as a delegate from India, and speaking from firm conviction, I could not possibly vote for that in any form. He concluded by moving the adjournment.

The Chairman—Before I put any motion for the adjournment of this meeting there is a previous amendment put by Mr. Westgarth which I will read, as he prefers it to Mr. Gillespie's.

[Unfortunately this amendment of Mr. Westgarth's has been mislaid, and we are unable to publish it; but, substantially, the terms of it may be inferred from the tone of Mr. Westgarth's previous remarks. It objected to the words 'And that special steps be taken for that purpose.']

Mr. Macfie seconded the amendment.

Mr. Westgarth—I may say that I did not like the first resolution because it went into the question of commerce, whereas what I wish to have is a basis first of all for drawing the Colonies together; and then that our relations would be made better by commercial arrangements.

Mr. Macfie—On a point of order, asked whether a motion for adjournment took precedence of any prior resolution.

The Chairman remarked that if it preceded the resolution it would.

Mr. Ralli suggested that resolutions should be circulated, so that the delegates might have time to consider them before the next meeting.

Colonel Gzowski fet it would a great pity, after having been called together for a special object, to adjourn and do nothing. He hoped, therefore, the first resolution would be passed.

The Chairman observed that it appeared to him that the resolution and amendment were much the same thing; there was really no essential difference; and if, therefore, the mover of the amendment liked to accept the resolution it would save time.

Mr. Saul Samuel thought they would lose nothing by adjournment, for the longer they took to consider the matter the better. They did not want rashly to come to conclusions on an important matter of that kind. He had read the resolution and would like a little longer time to consider the effect of it. He desired to say something more upon it, but purposely made his remarks short because he considered it only a preliminary meeting.

The Chairman suggested that if the original motion was disposed of in the negative or affirmative then it would be easy to move an adjournment.

Mr. Bullen said his only object in moving the adjournment was to give time for consideration, and if the original motion was put now he believed some of those present would vote against it, which they did not wish to do without having properly considered it.

Mr. Dobell was surprised that anyone came there unprepared on

such a simple resolution as that of Mr. Gillespie's, for there was nothing ambiguous in it.

Mr. Westgarth remarked that it was a commercial resolution which they somewhat objected to.

Mr. Dobell observed that Canada did not feel degraded at offering such a resolution to a body of English merchants. He did not think the Dominion Board had approached the meeting in any ambiguous spirit. The Board had distinctly stated in its circular letter inviting the Conference the objects proposed to be accomplished. His Board had distinctly invited the different Boards to send resolutions, if they wished to do so, before the meeting, which they had not done, and it was therefore resolved to hold the meeting and try to agree on one common scheme by which they could work together. The object of the meeting had been distinctly set forth to every Chamber invited to take part in it.

The Chairman pointed out that there could not be two resolutions before the meeting at once, and one must be put out of the way to make room for the other.

Mr. Sargood disclaimed any intention of charging the Dominion Board with deliberately taking them by surprise; but nevertheless many present were taken by surprise. It was not usual to be asked to vote upon any resolution without previous notice. In his opinion, therefore, it was only fair that any resolutions should be circulated first of all, so that they might be thought over and considered at a future meeting.

Mr. Macfie said he came all the way from Edinburgh to attend the meeting, and hoped the resolution would be passed at once. He was rather pleased that the Dominion Board had not prepared resolutions beforehand.

Mr. Ralli supported Mr. Bullen's proposal. He and his co-delegates could not vote for the original resolution as it was worded. They desired to make the bonds between the Mother-country, the Colonies and Dependencies, as tight as possible, and the trade relations as large as could be; at the same time they had to look at the interests of India.

Mr. J. B. Plummer, jun., remarked that he had come a long way to take part in the discussion, and more particularly to show the sympathy of the Newcastle Chamber of Commerce with the views of Canada, and also to gain as much information as possible as to our commercial relations with respect to tariffs, and how far they could meet us and we meet them. Up to the present he had listened with great pleasure to the discussion, and he should be sorry if an end were put to it, for he thought a great deal of information might be gained from the different delegates. He should therefore vote against an adjournment. He considered the resolution of such a character that it might be passed, and failed to see the cloven foot that some speakers detected.

Mr. Frederick Young—The last speaker has said that we have disposed of the abstract question. If we have, I apprehend that at any meeting a resolution may be drawn and proposed by some one to give effect to the discussion which has previously taken place. (Hear, hear.) Unfortunately, from the position in which we were placed at the commencement of this discussion, a resolution was put before us, perhaps before we had sufficiently considered the turn which the discussion would take. But if it be the case that we have somewhat

cleared the ground and disposed of the abstract portion of the question for which we are met together, surely the resolution as amended would give effect to that without any *arrière pensee* on the part of many gentlemen present who are afraid that they will commit themselves to something more than they, perhaps, intend. If it is sufficiently clear and declaratory without committing them to anything more than the abstract question, I hope we are in a position before we adjourn to take it into consideration, and if possible pass it. (Hear, hear.).

Mr. Miller—This resolution, now before the meeting, appears to me to be perfectly innocuous, and cannot but commend itself to the mind of any patriotic Englishman if we leave out these words, *special steps*, which seem to be a bugbear to some of us. I will read the resolution thus modified. [Does so.] The opinion here expressed is so perfectly self-evident that it can admit of no possible discussion. To tell us the trade relations between the component parts of this great Empire are satisfactory would be to utter pure nonsense, because we must, all of us, be aware of the extremely unsatisfactory state of these relations. The delegates, indeed, from India and New South Wales say there is a more or less perfect free-trade between those portions of the Empire and the Empire at large. Well, if this be so with them, it is not the case with any other portions of our Empire; and, if the Empire is to be held together at all as a whole, I am sure it is abundantly clear that the trade relations between its various component territories must, somehow or other, be much improved inconsistency and strength. Nobody proposes to say at present exactly how or by what special steps this thing is to be done, but the Canadian delegates have called our attention to the fact of its necessity, and they wish to have that fact published to the world. Now the very circumstance of your being here, gentlemen, met together (our Chairman has observed) as fellow citizens from different parts of the British Empire and prompted by a desire for more complete intercourse between its constituent parts, is a proof that you think there is something wrong in the actual state of our Inter-Imperial Trade relations. Else, gentlemen, you would not have come here at all; and, now that you are here, to hastily decide upon a simple adjournment and to send these delegates away without any further ceremony seems to my mind an extremely incongruous proceeding. I have reason to believe, however, that, if this resolution be modifind in the manner suggested, it will prove agreeable both to my friend Mr. Westgarth and to the proposer of the adjournment, and I do not think there will need to be any further discussion as far as this preliminary step in proceedings is concerned.

Colonel Gzowski remarked that he and other delegates claimed to be business men; they were not discussing the larger question, because each one had his own ideas on the subject. The resolution was simple and did not bind the delegates to any special course, except that the trade relations should be increased between the Mother-country and the Colonies; he trusted, therefore, it would be pressed.

[The Chairman put the Amendment in favour of adjournment, and nine hands were held up in favour of it and twenty-two against it, and it was declared lost.]

The Chairman then submitted the original resolution with the following words omitted, 'And that special steps be taken for that

purpose.' When eighteen hands were held up for it and four against it; and the resolution was declared carried.

The meeting adjourned for luncheon. On its re-assembling,

Mr. Frederick Young moved:—

'That a Committee, representative of the different British Possessions and the United Kingdom, be appointed to take into consideration how best to secure the objects of this Conference, as expressed in the Resolution already passed, and report to the Adjourned Meeting of the Conference to be held at some future time, and that the Executive Committee's Report be circulated among the Delegates summoned to such Adjourned Meeting prior to its being held.'

Mr. R. R. Dobell seconded the resolution; and added that Canada only wished to learn the views of the representatives of the different parts of the Empire. Canada had no desire to arrogate to itself the formulation of a scheme, but sought to obtain the advice and assistance of other colonies. He was sorry for the turn which the discussion had taken in the morning, because Canada had only quite recently worked upon a free-trade policy, and a large number of Canadians were free-traders. What they wanted was real free-tree, and not what they considered a misnomer for it, and free-trade was really a misnomer as it existed in many parts of the Empire. Canada was suffering from the United States refusing her reciprocity, notwithstanding which the States were enjoying equal advantages with Canada and a greater part of the Empire at large. Referring to the matter of emigrants going out to the Dominion, if they settled there they had the whole United States to deal with, which could send any surplus products into Canada, or Great Britain, being both open to the States; moreover, it was most attractive to men to leave Canada to settle in the States, because anything they wished to send across to Canada, she was receiving free, and anything Canada wished to send to the United States would have a prohibitory duty put upon it; and it was in the interest of the whole British Empire, in order to devise a scheme to work against such a state of things, that they had assembled in Conference that day. The Dominion did not advocate protection; she merely suggested and pointed out what she thought worthy of consideration to meet the protective system in vogue in other countries and to see how far it might influence action in this country in the future. Therefore, it was most desirable to form a Committee and draft a series of resolutions for discussion at a future meeting. It was very necessary to agree upon some new ground of action, and he seconded Mr. Young's resolution with pleasure.

Mr. Macfie supported the resolution, and urged that the Committee should be appointed at once.

Mr. Sargood said he was reminded of the old proverb that the more haste the less speed, and that if they rushed into the matter hurriedly they might have to retrace their steps quickly. He was anxious that directly they took a step they should put their foot down and keep it there. He thought it premature to talk about it at present. He considered that the Dominion Board of Trade were to be congratulated for the steps they had taken to bring the matter before the different Colonies. He suggested that their resolutions should be framed and submitted for careful consideration at another meeting.

Mr. Gillespie thought it a wise suggestion to addopt. It was especially necessary to take time, as their proposals were not going to be matters of trifling importance. The question was one that would take months, he might say years, before it was brought to a point to be acted upon. His notion was that the Committee should be a powerful and influential body, and that its deliberations should carry weight with them. What they wanted was a full and ample representation on the Committee for the whole colonial interests of the Empire, through whom they should seek advice to be enabled to devise a scheme favourable alike to the whole empire.

Mr. Ralli remarked that he and his co-delegates fully endersed what the last speaker had said ; and quite agreed to the resolution before the meeting that the Committee be named with power to call a general meeting of delegates in a month's time, in order to allow plenty of opportunity of thinking out a well-digested scheme.

The Chairman then put the resolution appointing the Committee, and it was passed unanimously.

The following names were appointed on the Committee accordingly, with power to add to their number :—

Great Britain	The Lord Mayor of London.* Sampson S. Lloyd, Esq. Charles Palmer, Esq., M.P. Frederick Young, Esq. W. Strang, Esq. W. Dunn, Esq.*
Canada	Colonel Gzowski. R. R. Dobell, Esq. Charles Churchill, Esq. R. W. Gillespie, Esq.* George Moffatt, Esq.*
Australasia	W. Westgarth, Esq. J. L. Montefiore, Esq.
India	John N. Bullen, Esq. Stephen A. Ralli, Esq.
West Indies	Sir George Chambers. Nevile Lubbock, Esq. J. L. Ohlson, Esq.
Cape	J. D. Thomson, Esq. John S. Prince, Esq. A. J. Macdonald, Esq.

A discussion ensued as to whether the Secretary should publish the proceedings of the Conference, and it was decided that for the present they should not be made public.

Mr. Frederick Young offered to place a room at the Royal Colonial Institute at the disposal of the Committee for the purposes for which they were appointed, which was accepted.

A hearty vote of thanks to Mr. Sampson Lloyd, for presiding, brought the proceedings to a close.

The Conference then adjourned.

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* Since added to the Committee. The name of the Committee has, by resolution, since been changed to that of 'Executive Council.'

SECOND DAY'S PROCEEDINGS.

THE WESTMINSTER PALACE HOTEL,
TUESDAY, *29th March*, 1881.

Mr. Sampson Lloyd was again voted into the chair.

The Secretary read the circular letter convening the meeting and the minutes of the previous Conference, which were confirmed.

The members and delegates proceeded to take into consideration the Report of the Committee, which was now presented for their adoption.

After some formal preliminaries of no pubic interest the resolutions in the Report in question were considered seriatim, and subsequently passed in the form presented by the Committee, with but few trifling verbal alterations ; and it was agreed that the final adoption of the resolutions should be reserved for another day, to give time to any delegates who may have been unable to be present to offer any suggestion or opposition they might think advisable.

The Secretary having been directed to forward copies of the resolutions to every member and delegates, a vote of thanks to the chair closed the proceedings.

THIRD DAY'S PROCEEDINGS.

WESTMINSTER PALACE HOTEL,
TUESDAY, *5th April*, 1881.

Mr. Sampson Lloyd was again voted unanimously into the chair.

The Secretary read the circular letter convening the meeting, and the minutes of the previous meeting, which were confirmed.

The Report on the resolutions passed at the last Conference was brought up, and, after a few brief remarks, adopted.

The Resolutions were as follows :—

RESOLUTION I.

"That, considering the increasing importance of the Colonial Trade of Great Britain, and that the Colonies are without direct representation in the Imperial Parliament, and, considering, also, that Commercial Treaties with Foreign Countries, whereby Colonial interests are deeply affected, are entered upon by the Mother-country without adequate consultation with the Colonies, this Conference is of opinion that in all matters of Imperial or International Treaties where Colonial interests are directly or indirectly involved, an endeavour should be made to ascertain the views of the Colonies, and that proper weight be attached to their opinions."

RESOLUTION II.

"That it is desirable to form an Association, whose Head Office shall be in London, to be called the British and Colonial Union for the consideration and furtherance of Inter-Colonial Trade, and Trade between the Colonies and Great Britain."

RESOLUTION III.

"That, considering the advisability of utilizing, as far as possible,

the machinery of the present Conference, it is desirable that its members should resolve themselves into the proposed Association, with power to nominate a Council and to enrol, as members of the Union, any persons who sympathise with its objects, subject to such Laws and Bye-laws as the Council may frame and the Union may adopt. That the Council shall be appointed annually, of which, at least, two-thirds shall be nominated by the Commercial bodies of the Colonies and India, the Union appointing the remainder. Further, that in the representation on the Council of the several Colonies and India, as indicated in the foregoing paragraph, their staple industries, as well as their import and export trade, ought to be taken into consideration."

RESOLUTION IV.

"That it is desirable that the powers and numbers of the present Royal Commission for the Defence of British Possessions and Commerce abroad should be enlarged, or that another Royal Commission should be appointed with the view to taking evidence on the subject of the Trade and Commercial Tariffs existing and in force between Great Britain and Her Colonies and Dependencies; and that this Conference do appoint a Deputation to wait upon the Right Honorable the Earl of Kimberley, Her Majesty's Principal Secretary of State for the Colonies, and the Right Hon. the Marquis of Hartington, Her Majesty's Principal Secretary of State for India, to urge the consideration of this matter upon Her Majesty's Government."

RESOLUTION V.

"That, considering the vast and increasing importance of the trade between Great Britain and Her Colonies and Dependencies, and that no department of the Executive Government exists which is specially charged with the consideration of the relations under which such trade is carried on, this Conference would record its opinion that it is highly desirable that those functions of the Executive Government of Great Britain which especially relate to Commerce and Agriculture should be administered by a distinct department, under a Principal Secretary of State, who should be a Member of the Cabinet."

Mr. W. Miller moved the following Resolutions in place of those already passed, but the meeting resolved that as they appeared to follow in the lines substantially of those adopted by the Conference, they should be entered on the minutes.

THE RESOLUTIONS

Recast for Submission to the Colonial Tariff Conference assembled at Westminster Palace Hotel, 29th March, 1881, and proposed, 5th April, for adoption by the adjourned Meeting.

RESOLUTION I.

"Considering the vast importance of existing Commercial, Political, and Social relations between Great Britain and Her Colonies, and considering the absolute necessity for a full development of true national economic principles, in the administration of the Empire's general resources, and of a more and more intimate concurrence of the Mother-country and her Dependencies for the maintenance and

prosperity of the Commonwealth, and considering, moreover, that those great national concerns, Agriculture, Commerce, and Emigration, are essentially connected and bound up with our inter-Imperial relations and interests, this Conference would record a deliberate opinion, that it is desirable that those functions of the Executive Government of Great Britain which especially relate to Agriculture, Commerce, and Emigration, should be discharged under a principal Secretary or Minister of State, by one and the same department entrusted with Colonial affairs, the said department of State to conduct separately through subordinate Secretaryships or Boards of Administration the several and distinct Imperial interests committed to its care."

RESOLUTION II.

"That, considering the Colonies of England, unlike those of France, are entirely unrepresented in the National Parliament, notwithstanding the vast and constantly increasing importance of her Colonial trade and connection to Great Britain, and considering also that Commercial and Political Treaties, whereby Colonial Interests are deeply affected, are continually being entered into by the Mother-country, without consultation with the Colonies, this Conference is of opinion that, in all matters of Imperial and International Treaties, where Colonial Interests, fiscal or other, are directly or indirectly involved, the views of the Colonies themselves should be ascertained, and due weight be attached to their opinions, and that, effectually to attain this object, each great self-governed Colony, or group of Colonies, should, like a territory of the United States of America, be privileged to commission one if not more Representatives or Delegates to the National Parliament with power of speech, whether or not with the further power of vote possessed by those of the French Colonies."

RESOLUTION III.

"That it is a matter of primary importance in the interests alike of Great Britain and her Colonies, that there should forthwith be elaborated by the Imperial Government, and proposed to the Colonial Governments, a great national scheme of Emigration, more or less based upon the system successfully carried out by the Government of the United States for the settlement of the waste and unoccupied lands of that Commonwealth; and that, in order to insure to the Imperial Government a permanently advantageous return for the large expenditure it would incur by active intervention in the cause of Emigration, as a national concern, the preliminary negotiation of a treaty, or treaties, between Great Britain and her various Colonies, for reciprocal Free Trade and Mutual Taxation, for Imperial purposes, should form an essential element in such an Imperial Emigration Policy."

RESOLUTION IV.

"That it is desirable the powers of the present Royal Commission for the Defence of British Possessions and Commerce should be enlarged or a Special Commission appointed with a view to taking evidence on the subject of the Trade Relations and Commercial Tariffs existing and in force between Great Britain and her Colonies and Dependencies; and that this Conference do appoint a Deputation to wait upon the Right Honourable the Earl of Kimberley, Her

Majesty's Principal Secretary of State for the Colonies, to urge the consideration of this matter upon Her Majesty's Government."

RESOLUTION V.

"That, with a view to promote the Commercial Interests and preserve the Political Unity and Integrity of the British Empire, this Conference desires to form an Association (which shall be called the British and Colonial Union or Imperial Trade League, and whose head-quarters shall be in London) for the encouragement and furtherance of closer Commercial and Political relations between the Colonies themselves as well as between Great Britain and her Colonies."

RESOLUTION VI.

"That, in order to utilize the present Conference, it is desirable that its members should resolve themselves into the proposed Association, and proceed to nominate a Council of twenty, empowered to enrol in the membership of the Union any persons who sympathise with its objects (subject to such Laws and Bye-laws as the Council may frame) and authorised to add to their own number persons whom they deem specially competent to promote the objects of the proposed Union, the whole number of the Council not to exceed one hundred—said Council to be re-appointed annually, one-third nominated by the representative commercial bodies: viz., Chambers of Commerce, Trades Unions, and other Labour Associations, of Great Britain, one-third by those of the Colonies and India, and the remaining third by this Union or League, it being understood that in the representation on the Council of the several Colonies and India, agricultural and industrial, as well as import and export trade interests, ought to be taken into account."

Mr. R. A. Macfie, of the Edinburgh and Liverpool Chambers of Commerce, moved, "That the hearty vote of thanks of the Delegates present be tendered to the Dominion Board of Trade of Canada for the trouble they have incurred in convening this Conference, and that our congratulations be given to Colonel Gzowski, Mr. R. R. Dobell, and others, for the success with which their efforts have been attended."

Mr. W. Westgarth, of the Melbourne Chamber of Commerce, seconded the resolution, and it was carried with acclamation.

Sir Julius Vogel proposed a cordial vote of thanks to Mr. Sampson S. Lloyd for his kindness in presiding over the Conferences, and suggested that a public banquet should be held to celebrate the inauguration of the Union.

The vote of thanks was carried amidst cheers.

Mr. Dobell—In the absence of Colonel Gzowski, acknowledged, in suitable terms, the vote of thanks to the Dominion Board of Trade, and Mr. Sampson Lloyd performed a similar office for the vote accorded to himself. A subscription list having been opened for promoting the objects of the Union, and having been liberally responded to, the proceedings thereupon terminated.

DEPUTATION TO THE RIGHT HON. THE EARL OF KIMBERLEY, AND THE RIGHT HON. THE MARQUIS OF HARTINGTON, FROM THE BRITISH AND INTER-COLONIAL TRADE TARIFF UNION, ON THE SUBJECT OF BRITISH AND INTER-COLONIAL TARIFFS.

THE COLONIAL OFFICE,

WHITEHALL, S. W., THURSDAY, *May 5th*, 1881.

Previous to the interview the delegates, acting upon a summons to that effect, assembled at the Westminster Palace Hotel, to arrange a programme of proceedings. This having been done, the following consisted of the Deputation :—

The Lord Mayor (Great Britain).
Frederick Young, Esq. (,,)
Sampson S. Lloyd, Esq. (,,)
W. Strang, Esq. (,,).
R. R. Dobell, Esq. (Canada).
W. Miller, Esq. (,,)
G. Molyneux, Esq. (,,)
R. Gillespie, Esq. (,,).
J. H. O'Neill, Esq. (,,)
W. Westgarth, Esq. (Melbourne).
F. T. Sargood, Esq. (,,)
J. D. Thomson, Esq. (Cape Town).
John Gordon, Esq. (South Australia).
J. L. Ohlson, Esq. (West Indies).
Stephen A. Ralli, Esq. (India).

Transcript from the Shorthand Notes of A. C. Shelley, Secretary to the Association, 17, Parliament Street, S. W.

The following resolutions were handed in to their Lordships.

THE BRITISH AND INTER-COLONIAL TRADE TARIFF UNION.

At the Conference of Delegates, convened by the Dominion Board of Trade of Canada from the various Colonies and Chambers of Commerce, to consider the subject of Inter-Colonial Trade Tariffs, held at the Westminster Palace Hotel, on Thursday, 24th February, 1881, Sampson S. Lloyd, Esq., being in the chair, the following Resolutions were unanimously passed :—

I.

"That in the opinion of this Conference it is a matter of the utmost importance for the promotion of the Commercial interests of the British Empire, and preservation of its unity and integrity, to draw closer the trade relations between its various component territories."

II.

"That a Committee, representative of the different British Possession and the United Kingdom, be appointed to take into consideration how best to secure the objects of this Conference, as expressed in the Resolution already passed, and report to the Adjourned Meeting of the Conference to be held at some future time, and that the

Executive Committee's Report be circulated among the Delegates summoned to such Adjourned Meeting prior to its being held.

The following were appointed the Committee :—

Great Britain	Sampson S. Lloyd, Esq. Charles Palmer, Esq., M.P. Frederick Young, Esq. W. Strang, Esq.
Canada	Colonel Gzowski. R. R. Dobell, Esq. Charles Churchill, Esq.
Australasia	W. Westgarth, Esq. J. L. Montefiore, Esq.
India	John A. Bullen, Esq. Stephen A. Ralli, Esq.
West Indies	Sir George Chambers. Nevile Lubbock, Esq. J. L. Ohlson, Esq.
Cape	J. H. Thomson, Esq. A. J. Macdonald, Esq.

Accordingly, the Second and Third Conferences were duly held at the Westminster Palace Hotel, on Tuesday, the 29th March, and Tuesday, 5th April, 1881, Sampson S. Lloyd, Esq., in the chair, when the Report of the Committee was submitted for the consideration of the Delegates, and the following Resolutions were adopted :—

RESOLUTION I.

"That, considering the increasing importance of the Colonial Trade of Great Britain, and that her Colonies are without direct representation in the Imperial Parliament, and, considering, also, that Commercial Treaties with Foreign Countries, whereby Colonial interests are deeply affected, are entered upon by the Mother-country without adequate consulation with the Colonies, this Conference is of opinion that in all matters of Imperial or International Treaties where Colonial interests are directly or indirectly involved, an endeavour should be made to ascertain the views of the Colonies, and that proper weight be attached to their opinions."

RESOLUTION II.

"That it is desirable to form an Association, whose Head Office shall be in London, to be called the British and Colonial Union for the consideration and furtherance of Inter-Colonial Trade, and Trade between the Colonies and Great Britain."

RESOLUTION III.

"That, considering the advisability of utilizing, as far as possible, the machinery of the present Conference, it is desirable that its Members should resolve themselves into the proposed Association, with power to nominate a Council and to enrol, as members of the Union, any persons who sympathise with its objects, subject to such Laws and Bye-laws as the Council may frame and the Union may adopt. That the Council shall be appointed annually, of which, at least, two-thirds shall be nominated by the Commercial bodies of the Colonies and India, the Union appointing the remainder. Further,

that in the representation on the Council of the several Colonies and India, as indicated in the foregoing paragraph, their staple industries, as well as their import and export trade, ought to be taken into consideration."

RESOLUTION IV.

"That it is desirable that the powers and numbers of the present Royal Commission for the Defence of British Possessions and Commerce abroad should be enlarged, or that another Royal Commission should be appointed with the view to taking evidence on the subject of the Trade and Commercial Tariffs existing and in force between Great Britain, Her Colonies and Dependencies; and that this Conference do appoint a Deputation to wait upon the Right Hon. the Earl of Kimberley, Her Majesty's Principal Secretary of State for the Colonies, and the Right Hon. the Marquis of Hartington, Her Majesty's Principal Secretary of State for India, to urge the consideration of this matter upon Her Majesty's Government."

RESOLUTION V.

"That, considering the vast and increasing importance of the trade between Great Britain and her Colonies and Dependencies, and that no department of the Executive Government exists, which is specially charged with the consideration of the relations under which such trade is carried on, this Conference would record its opinion that it is highly desirable that those functions of the Executive Government of Great Britain which especially relate to Commerce and Agriculture should be administered by a distinct department, under a Principal Secretary of State, who should be a Member of the Cabinet."

Mr. R. A. Macfie, of the Edinburgh and Liverpool Chambers of Commerce, proposed, and Mr. W. Westgarth, of the Melbourne Chamber of Commerce, seconded a vote of thanks to the Dominion Board of Trade of Canada for taking the initiative in this movement, and congratulated Colonel Gzowski and Mr. R. R. Dobell on the success which had attended their efforts. The vote was put and carried with acclamation; and a similar compliment was paid to Mr. Sampson Lloyd for his able conduct in the chair.

The proceedings then terminated.

A. C. SHELLEY, Secretary,
17, Parliament Street, London, S.W.

The Lord Mayor, in introducing the deputation, said that it consisted of gentlemen who represented Chambers of Commerce throughout the British Empire. They had held meetings recently in London, and had come to the following resolution:—"That in the opinion of this Conference it is a matter of the utmost importance, for the promotion of the commercial interests of the British Empire and the preservation of its unity and integrity, to draw closer the trade relations between its various component territories." How that was to be accomplished was a matter that must be left for solution to the future. The deputation wished to bring forward certain statements, which he was sure their lordships would feel worthy of their consideration.

Mr. Sampson Lloyd—I have had the honour of being put in the chair at several meetings of this Committee, although I am not connected with the Colonies, but I have nevertheless for many years been deeply interested in the trade of this country both at home and

abroad. Not to detain you unduly I will first of all call attention to the great and growing trade of our Colonies: a friend of mine has taken out the statistics of that trade, and he makes out, that from 1870 to 1880 the export of British produce and manufactures to our Colonies has increased by fourteen millions sterling, while that to European States has decreased more than two millions, and that of foreign countries elsewhere has decreased three and a half millions, in the same period. All that shows that our trade with our Colonies is assuming greater importance every year. It is, therefore, of far more importance to us in the future, to foster trade between this country and her Colonies, which shows such an increase, than to devote so much labour and attention exclusively to endeavour to extend our trade with foreign countries. Moreover, it is notorious that much capital is laid out and invested every year in the Colonies by people in this country. The Colonial interests of Great Britain have thus an increasing importance every year. And they have an important bearing on our fiscal policy at home; on such questions as that of sugar bounties; our duties on wines and rum; our grain cargo legislation; and a variety of other things which I need not detail, but which will have to be considered more and more every year with due regard to their growing importance to Colonial interests. Now, I may say that nothing but what I may style, if you please, a sentimental feeling of patriotism and attachment to the Mother-country, has induced the 'Dominion Board of Trade,' which is the great central union of the various Chambers of Commerce of British North America, to move in this matter as it has done. I say this, because Canada has been for some time past exposed to very strong and persistent efforts on the part of the United States, to induce her to come under the United States protective system—by which Canada would get free trade with fifty millions of the best customers in the world, living at her own doors—while she would not lose our market for her own products, though she would be required to impose United Sates' tariff duties on our exports to her. If this temptation continues to be held out to Canada while we on our part do nothing at all to show that we appreciate our connection with her, and desire to draw that connection closer,—it is in the nature of things that the United States will at no distant day succeed in their object;—at which no doubt they would greatly rejoice. We, in England, I think, owe to Canada and her 'Dominion Board of Trade' a debt of gratitude for continuing to resist that temptation. I think I may say that a great many of us are deeply convinced that the highest interests of the Empire are involved in obtaining as much unity between its component parts as we can, and if it were possible as great a unity as there is between the various states of the American Union, or between those of the German Empire. It is proposed by the Association represented here to-day to endeavour to promote that object by drawing closure in any way that we can the Commercial relations between England and her Colonies, instead of allowing them to be disintegrated by being diverted more and more in another direction. If that is not done, I fear there is reason to apprehend that some disruption of the Empire will be brought about in the future. Canada and the West India Colonies may become absorbed into the United States, while our Australian Colonies may form another Great Republic; thus leaving Great Britain commercially isolated. I will now refer to the reso-

lutions which this Association at its various meetings have arrived at, and which have already been submittted to your Lordships. First of all with regard to Resolution No. 1, I think that the point there has been already admitted by the Government, viz., that in making treaties with Foreign Powers in future the Colonies should be consulted beforehand upon them. I am informed (since that resolution was passed) that such is the case.

The Earl of Kimberley—Yes.

Mr. Lloyd—It is very important that it should be so, because the Colonies of France are represented in their Parliament, and I believe that the various 'Territories' of the United States (which are equivalent to our 'Crown Colonies') are also represented in Congress by delegates who have power to speak there, though not to vote. Then, we come to Resolutions Nos. 2 and 3, which do not concern your Lordships at all. Then, I come to Resolution No. 4, which is the crucial one. We venture to submit that it is impossible to consider adequately the question of the defence of British possessions without taking into your view those commercial relations which really constitute the chief necessity for considering the defence of British possessions and commerce abroad at all; and we ask you whether the Goverment will see it right to add to the powers and duties with which the Royal Commission is charged, that of taking evidence upon the subject of Colonial Tariffs (or of the Tariffs rather of the Empire) and their bearing and practical effect on the relations of the Colonies with one another, and with the Mother-country. I may say that the Royal Commission contains upon it men in whose judgment on these matters (although they are not commercial men), we should feel the greatest confidence; and therefore we submit to the consideration of Her Majesty's Government the desirability of allowing this Royal Commission to investigate the various subjects connected with the Tariffs of the Colonies, what the effect of these Tariffs is, and what we really require—we think it would be very beneficial. It may be said that at the library of the Statistical Society, and at the Board of Trade, they have those Statistics already. But the information, if there, is not readily available to the public, and I am informed that the Board of Trade have only statistics on this subject, which go down to 1865. We think that this existing Royal Commission, if you should see it right, would be a very proper body to commit these inquiries to.

Mr. R. R. Dobell—My Lords, as one of the delegates from the Dominion Board of Trade of Canada, and having been appointed by the Conference to represent them at this deputation, it may not be trespassing too much on your time, and may interest your Lordships to know what part our Board has taken in and what prompted them to initiate this movement. You are well aware of the actual suffering that Canada experienced for a period of years since the United States abrogated the Reciprocity Treaty which we had with them up to 1865.

Lord Kimberley—I never heard of that before. What is it? I thought that you had until recently been rather well off in the matter of trade.

Mr. Dobell—Until recently we have passed through a period of

great depression, but we have within the past twelve months experienced a great improvement in our trade.

Lord Kimberley—I thought your trade had been on the increase for years. Do not your last returns show, in common with the rest of the world, that there is somewhat a contraction of trade? I read the speech of the Finance Minister in the Canadian Colony delivered the other day, and I thought he pointed out that there was a recovery, although not much as compared to the contraction for some years back.

Mr. Dobell—There has been a decided recovery within the last twelve months, and our imports from Great Britain have increased.

Lord Kimberley—Still not a recovery in a certain sense, but a recovery from a period of depression which had affected commerce all over the world a few years ago.

Mr. Dobell—It may be true that we have not reached the volume of trade that we had previous to the period of depression, but the change in our fiscal policy has checked the mass of manufactured articles that under our former policy were sent in and flooded our markets from the United States and which competed with and sacrificed our local industries in our market; and there is no question that our people are more contented and prosperous under the new tariff.

Lord Kimberley—That is of course a matter of opinion.

Mr. Dobell—Still, Canada did suffer, and her manufactories and her mills were closed, and upon investigation we traced our depression to that cause. The Canadian Government made several efforts to renew the Reciprocity Treaty with the United States and failed. The Dominion Board of Trade having taken up the question, passed a resolution for two years in succession, that it was more desirable for the interest of Canada and the Empire to draw closer the trade relations between the Colonies themselves, and between them and Great Britain. That with this view a circular letter was addressed from Montreal to all the Chambers of Commerce in the Colonies, submitting copies of the resolution and seeking their advice. Having received replies favourable to the movement, we issued a second circular letter convening the Conference in London. This resolution was submitted to the Conference held at the Westminster Palace Hotel, and it was passed unanimously. You will note, my Lords, that other resolutions have been passed, and while we could not agree as to the best means of arriving at the main object we have in view we were unanimous in agreeing that the present relations of trade between the Colonies and Great Britain were unsatisfactory, and that it was desirable to endeavour to draw closer the union for trade purposes. We also adopted the other resolutions which have been read to your Lordships by the Lord Mayor.

Lord Kimberley—Could you give one some notion of how you propose to draw closer the trade relations of the Empire?

Mr. Dobell—Speaking simply for Canada, and not as the outcome of the Conference, we might state at once that Canada would be prepared to take the manufactures of Great Britain and all the Colonies on better terms than we would offer foreign countries not granting reciprocal rights.

Lord Kimberley—You would like differential duties?

Mr. Dobell—Canada would.

Lord Kimberley—I thought so.

Mr. Westgarth—I represent, with my friend Mr. Sargood and others, the commerce of the Australian group. We have acceded to the request of the Canadian Board of Trade to appear here with them upon the subject of this 4th Resolution.

Lord Kimberley—Do you represent the whole group of the Australian Colonies?

Mr. Westgarth—I represent Victoria; but with these other gentlemen I represent Australasia. Although we do not agree in trading views with the Dominion Board, and they have already found sufficient evidence of that in our discussions with them upon trade matters, we nevertheless have had great pleasure in meeting our fellow citizens of the Empire and from all parts of the world, and have thought that it would be extremely useful to compare our views, although we do not agree, and to come to your Lordships for information which might assist us in our object. Your Lordship has put a very pertinent question as to the resolution which we passed. We certainly agreed, all of us, to pass this resolution which is so general, although, as you said, what is to come next when you speak of drawing closer the trade relations, and how is the Empire to draw them together? Before coming here we felt we would not go into that matter as we do not agree upon the means, but we certainly were all agreed that it was desirable to connect the Empire much more than it is at present. There is a looseness in the connecting-cord all through. Indeed with these almost entirely separate and independent colonial governments, the chief bond is hardly more than loyalty of national feeling. This is a valuable adjunct to Government, but Government cannot safely be left to that only. Intercolonial Tariff arrangements are intimately connected with this question, and the views of the Colonies should de sought out, and discussion and consideration encouraged, and accordingly we have agreed that an Imperial Commission would be extremely desirable for promoting this object in any particular way you think best.

Lord Kimberley—Your resolution is for the promotion of the Unity of the Empire, and to draw closer the trade relations thereof. Now, I should like to know how you propose to draw trade relations closer. Upon what principle?

Mr. Westgarth—As that question has come up, although we agreed not to bring on the question of Free Trade and Protection at all, I think most of us are disposed to agree with one passage in the despatches of your Lordship of 1871, 1872, and 1873, on the Colonial Tariffs, in which your Lordship stated that if all the Colonies agreed with the Mother-country in the principle of Free Trade, buying in the cheapest and selling in the dearest market, according to their opportunities, there would be no occasion for Tariff disputations at all. But it was felt that it would be extremely difficult for us to proceed into the details suggested by the first resolution. I may, however, point out to your Lordship that any differences of opinion need not prevent our efforts at getting all the information we can towards coming to some definite conclusions, if such can be at all arrived at. And this we thought could best be done by means of a Royal Commission. I have only one further remark to make. One of the points we should be very anxious to learn about regards the extent of freedom to the various Colonies, and we thought that that evidence could be best obtained by means of the Royal Commission. I have had

occasion to read in your Lordship's despatches of 1871-2 on this question and the Act which passed at your Lordship's instance in 1873, and I think I may infer that no step had been taken in the matter beyond that Act of 1873.

Lord Kimberley—Well, it is for the Colonies entirely to take advantage of it if they think proper. It was an enabling Act.

Mr. Westgarth—Yes, it was. Well, one of the points we had in view was to gather information through the Colonies by means of this Commission which we ask your Lordship to obtain ; to take evidence either by an independent commission, or to extend the scope of the Colonial Defences Commission now in existence with that addition to their present duties. Then, as I gathered from reading these despatches, your Lordship was disposed that the Colonies should be united into a Customs Union, or, still closer, under one political Government, as by such union, whether a full union like that of the Canadian Dominion, or a Customs Union merely, we avoided difficulties with the Differential Duties Act of 1850.

Lord Kimberley—The object of the later Act of 1873 was simply this. The Australian Colonies objected to the form of Constitution which prevented them having any special tariffs among themselves. As far as they were concerned we agreed very reluctantly at the time, because we thought the objects were not altogether what they seemed to be, as differential duties against the rest of the Empire, as well as the rest of the world, seemed to be contemplated, but finally we came to the conclusion that the colonies should be allowed to take their own course, and the Imperial Act was accordingly passed. But it may be seen from the despatches that we were by no means eager to pass that Act.

Mr. Westgarth—I inferred as much, and also that you wished to confine this liberty to Colonial groups, or Colonies adjacent.

Lord Kimberley—We did not go beyond Australia. The Australian Colonies asked for this, and we thought they might have it ; and after all it has not come to much, for they have not as yet taken any advantage of it, seeing they are unable to agree amongst themselves.

Mr. Westgarth—One question now is, may distant Colonies—such for instance as those of Australia and the Dominion—join together with all the Tariff liberty the Act now gives to members of a group ?

Lord Kimberley—That is another question altogether ; my Act, if I may call it so, was to enable the group of Colonies to join together to obtain a certain object.

Mr. Westgarth—I think your Lordship's wish was to have the Tariff freedom confined to the group, and not to be open to the Colonies indiscriminately.

Lord Kimberley—We never considered that other question. It was not before us.

Mr. F. T. Sargood—I was not aware that I should be called upon to speak, as Mr. Westgarth, the senior representative of Victoria, is present ; but having been connected for a very considerable number of years with Victoria I may, perhaps, be allowed to say that, in common with other Colonists, I am anxious to further, if possible, some scheme by which the bonds between the mother-country and the colonies may be strengthened. At the same time I am bound to say your Lordship has fairly touched the pith of the matter when you asked how this is to be done ; and when you bring forward the fact

that notwithstanding the 'enabling Act,' which was passed at your instance, the Colonies up to the present time, despite several efforts, have failed to avail themselves of the Act. I am, however, glad to think that the recent Conference in Sydney will result in, at all events, two of the Colonies (New South Wales and South Australia) coming to some mutual arrangement.

Lord Kimberley—I gathered from reading the report of the last Colonial Conference that there was a possibility of agreement. At least, that was the impression left on my mind after reading it.

Mr. Sargood—I think your Lordship is right.

Lord Kimberley—I gathered that from reading the proceedings.

Mr. Sargood—I can only hope that the good example set by these Colonies will be followed by others who, according to my idea, are unwisely carrying out protectionist views in their Fiscal policy. I refer, of course, to Victoria. The question of protection or free trade we endeavour to leave alone, but if the Imperial Government can see its way clear to take any steps by which the objects of this Association can be carried out, I feel sure that such steps would receive the hearty concurrence of your Lordship and the support of the colonists, who, whatever their opinion on fiscal questions, would be happy to supply the Imperial Government with all the information in their power.

Lord Kimberley—You say, the question of protection and free trade must be left aside? But is the whole question that.

Mr. Sargood—I am well aware it is as you state, but I think we may, at all events for the present, agree to set aside those terms and seek by every means in our power, and by the appointment of a Royal Commission, some means to ensure the closer union of the various Colonies with England as a stepping stone in the direction of a united Imperial Empire. There are other points which would also merge out of this large question, one being as to what, if any, representation the Colonies shall have in the Imperial Parliament. This embraces a very wide subject; but as one having taken some little interest in public matters on the other side of the world, and knowing the feeling of public men there, I do not hesitate to say it is a question which, before many years, will have to be faced by the Imperial Parliament. There is a growing conviction that representatives of the various Colonies (the Agents General, High Commissioners, or whatever they may be called) should have an opportunity of speaking (not necessarily to vote) in the House of Commons on all questions of Colonial interest. I am bound to say that the discussions which occasionally take place in the House of Commons are read with mingle feelings by the Colonists of satisfaction that their interests are taken up; and often those feelings merge into amusement at the peculiar views which are expressed by the representatives in Parliament, and the absence of information evinced respecting the Colonies. That the House of Commons is desirous of doing what best it can to elicit the truth is acknowledged frankly; but, on the other hand, the Members know very little about the Colonies. This unpalatable fact is expressed by me with all due deference; but I must again repeat that the opinion of most public men in the Antipodes is, that before long, the question of having official representatives of the Colonists in the House of Commons will have to be faced in the Imperial Parliament.

Mr. Stephen A. Ralli—My Lords, in conjunction with Mr. Bullen,

ex-Member of the Legislative Council of Bengal, and Mr. Macfarlane, M.P., I have been named Delegate at the Intercolonial Conference of the Chamber of Commerce of Calcutta. The first question which the Calcutta delegates had to consider was, whether, being free-traders, and representing a country which more than any other is bound to free trade principles, they ought to take part in this Conference. After we had fully discussed this point, and had assisted at the first meeting of the Conference, we decided to join this Association, because we saw that its object was to try to bring closer, if possible, the trade relations between Great Britain, her Colonies, and India. One reason, moreover, which induced us to do so, was because we saw that while Canada has a population of four million inhabitants, who are large consumers of tea, coffee, and tobacco (articles which India produces), the trade of India with Canada in those and other articles is next to nothing, and that this insignificant trade is transacted through England and through the United States, instead of being carried on direct between India and Canada. The Calcutta delegates thought that it was possible, with the help of this Association and of the Governments of England and Canada, to make the trade between India and Canada a direct one, and to increase the same materially to the mutual benefit of India and Canda. This was the reason which induced us to join the Conference and the Association which has resulted therefrom. We think that a closer connection between the United Kingdom, its Colonies, and dependencies, may increase the trade relations between them, and if such an object is to be obtained by our intercolonial union, the result will be satisfactory to all of us.

Mr. Wm. Miller—Although representing only a Colony (Nova Scotia) which was virtually forced by the Imperial parliament into the Candian confederation and obliged to submit to the Canadian protective fiscal policy, I should like to say a few words regarding the sentiments entertained by Canadians generally, in respect to our inter-imperial trade relations, and I think that I can speak, my Lord, without any prejudice against these views which the present English Cabinet entertains on this subject, as I am and indeed always have been a Free-trader. It must be within your Lordships' memory that, when two years ago, the still existing and extending Commercial crisis first began to make itself deeply felt, the present Chancellor of the Duchy of Lancaster, who, we know, is not only a great politician but a great manufacturer, brought under the notice of his colleagues in the House of Commons these *war tariffs*, which had been so generally adopted by our Colonies, and which had already been so injurious to the trade of Great Britain, and that, in denouncing to the House of Commons this '*war of tariffs*,' as he phrased it, Mr. Bright particularly alluded to the new Canadian tariff which had just been announced by the present government of India on finding itself floated into power by a long gathering but suddenly developed wave of public opinion in favour of the Canada First Commercial policy, a policy with whose aims and objects your Lordships are doubtless perfectly acquainted. Let me remark, however, that this new Canadian tariff, which has been so much abused in this country, has a distinctive principle about it which, I can assure your Lordships, has sprung from and was meant to give expression to a national and patriotic motive, namely the principle that the duties levied under its operation should weigh more heavily upon articles of American than of English manufacture, and

it has happened, in consequence of this discrimination between the products of the two Countries that, during the last two years, an increase has taken place in the amount of imports from England into Canada, but on the other hand a decided decrease of imports from the United States. It had been felt by Canadians that the withdrawal of the old reciprocity treaty on the part of the United States and their obstinate and continuous refusal to accept Canadian in exchange for American productions, except at very onerous and disadvantageous terms, called for some desided expression of resentment on the part of Canada, and it was believed that the only way in which the United States could be brought to their senses and persuaded to treat the Dominion in a neighbourly manner was by giving *them measure for measure.* Well, the natural and not unexpected result of this action on the part of Canada towards their great neighbour has been a wide-spread agitation throughout the United States, chiefly by the manufacturing interest, in favour of a new reciprocity treaty with the Dominion, an agitation which has recently taken the form of a very influential and increasingly powerful movement (inaugurated and promoted by personal friends and political supporters of the president now in office) for the formation of an American Zollverein into which Canada should be admitted as commercially an integral portion of the great North American Commonwealth. The Canadians, however, I can assure your Lordships, are perfectly loyal, the great bulk of the trading and industrial classes of Canada are perfectly loyal to Great Britain, and they have no desire to see this Commercial Union to the United States take place, as they are afraid of its political consequences.

Lord Kimberley—I thought it was the object of the new tariff to draw the United States into some concession.

Mr. Miller—Into a reciprocity treaty certainly, but, as yet, Canadians have no wish to get one, I believe, on such terms as those I have mentioned.

Lord Kimberley—I thought that it was the very thing they aimed at. Is not this reciprocity treaty the very thing they want to get?

Mr. Miller—Not on condition of being drawn into union with the United States as a part of an American Zollverein, that being the nature of the project for which an agitation is now going on in the United States, and the Canadians see very well that if they join in the proposed Zollverein, it will soon come to be a political connection.

Lord Kimberley—I understand that the Canadians want a reciprocity treaty with the United States, not a Zollvereign.

Mr. Miller—Yes, but they, at the same time, feel they must absolutely have, under existing Imperial trade relations, some more intimate and closer commercial connection than they now possess with the immense population of that great adjoining commonalty which might confer an infinite benefit on Canada, at no little advantage to itself, by taking, in return for fair exchangeable value in American goods, all Canada's surplus productions, but which now refuses to take any of them at a reasonable rate, and thus creates for Canada a situation such as would be that of Ireland if this country were to isolate her and refuse to take any of her produce except after subjecting it to a load of hostile and oppressive taxation.

Lord Kimberley—The Canadians say that by bringing retaliation to bear upon the United States they have created a movement in that

country for an American Zollverein, but as a Free-trader you are not in favour of such a project?

Mr. Miller—I am not, my Lord, and I repeat that the Canadians generally, both the industrial and commercial classes of Canada, as well as the professional, are not in favour of it, but the principal reason of their unwillingness to enter into such a Union is their strong feeling of loyalty to Great Britain. The Canadians, however, firmly believe that as the British Empire has in its possession a seventh part of the whole habitable globe, with an inexhaustible amount of fertile land, and under its control a fourth part of the human race, this Empire should present commercially, if not politically, a strong and resistless united front to the world, and that if this country were acting towards the world as even Canada has done to the United States, she would create a universal Free-trade revolution without wounding the legitimate susceptibilities of the United States or any other country, and would obtain and secure for the producing classes, not only of England, but of her Colonies and Dependencies, a virtual Free-trade with all the nations of the world.

Lord Kimberley—Should I be wrong in supposing that you would be in favour of a Custom's Union of the Empire against the rest of the world?

Mr. Miller—I am in favour of a great Customs Union of England with other countries, such as the United States and France, as well as with her Colonies, and if I cannot get a greater Customs Union or Zollverein I would go in for one of the Empire against the rest of the world.

Lord Kimberley—That is not Free-trade.

Mr. Miller—Mr. Bright, in his last notable speech at Rochdale, what did he say? I had a conversation with him some time before he delivered that speech upon this very subject, and he then said to me, 'It is a grand thing you propose, Mr. Miller, I do not deny it,' and at Rochdale he drew with enthusiasm that splendid picture of a grand Free-trade league between all the English speaking parts of the earth—territories, as he said, comprising a third of the world's population. Now, If Mr. Bright, the prince of Free-traders, publicly used such an argument, even in a modified sense as that I have laid before your Lordship, it can hardly be considered an argument antagonistic to Free-trade.

Lord Kimberley—I think Mr. Bright hardly used an argument favourable to a league for proposing differential duties.

Mr. Miller—He did not probably mean to go that length, but simply to say 'supposing we had a third of the nations of the earth engaged in Free-trade with each other, would that not even be an edifying spectacle?' or something to that effect.

Lord Kimberley—In Free-trade with each other, and with the rest of the world! I am very much in favour of such Free-trade.

Mr. Miller—But if we cannot get Free-trade with the rest of the world, we had better at least have it between ourselves.

Mr. Frederick Young—Before your Lordships reply, I am most anxious to say one single word. Feeling assured of your Lordships' sympathy, and that of the Government with the general objects of the deputation, namely, to draw closer the bonds of union between the Colonies and the Mother-country, we have been induced to ask your Lordships to grant a tribunal before which evidence may be taken as

to the Commercial relations between this country and the Colonies and India; and also between themselves and Foreign Countries; and have suggested that the Royal Commission now sitting should be enlarged both in numbers and powers to take such evidence, or if that is not practicable, then we propose the alternative, that a new Commission should be granted for that purpose.

Lord Kimberley—Quite so.

Mr. Lloyd—One of our resolutions was in favour of a Minister of Commerce and Agriculture.

Earl of Kimberley—I will just say a word as to the last point. That seems hardly to be a matter for Lord Hartington and myself. It has been discussed in Parliament, and it is a subject which you should rather bring before the head of the Government than before us. Now with regard to the main points you have brought before us I must say that my views of Free Trade are different from those entertained by the last gentleman. I differ from those in this room if their views agree with those I have just heard. I think I hit upon the right interpretation of these resolutions when I asked the question whether you did not aim at a Customs Union keeping out the foreigner. One gentleman referred to a despatch of mine which I am glad to find expressed such sound doctrine, namely, that if the Colonies adopt our Free Trade policy and frame their Tariffs only with reference to fiscal requirements, there can be no question between us at all. Being a Free Trader, as I am, and believing in the soundness of our policy at home, I desire to see it pursued by all our Colonies, I do not see that we can do more than give them that which they are not always anxious to listen to—advice—and urge them to follow our example, which I think is much more calculated to bring them round to our commercial views. If I were to ask how the first resolution should be carried into effect, namely, 'That in the opinion of this meeting it is a matter of the utmost importance for the promotion of the commercial interests of the British Empire, and preservation of its unity and integrity, to draw closer the trade relations between its various component territories,' I should not have the slightest difficulty whatever in saying how it ought to be accomplished, namely, that there should be a Free Trade tariff in every one of the Colonies. The Canadians have abandoned Free Trade and adopted a protective policy, which I am sorry they have done. If any Colony has reason to complain that there is anything in our tariff offending against the principles of Free Trade, I think they will find hearty listeners in the present Government. As regards the request for an enquiry, I do not see any ground in the argument put forward for such an enquiry. If there is any doubt as to what the trariffs of the different Colonies are, I should be most happy to procure—what I am sure the Colonies would readily furnish—ample evidence as to their existing tariffs. With regard to their tariffs which are all settled by their own Governments, I must confess I think they are much more competent to take a rational view of their own affairs than I should be in this room, or than would be done in the House of Commons sitting at Westminster. But there is no precise object to be gained by such an inquiry, because you want something in the nature of reciprocity, whereas, I think free trade is the sound commercial policy, the tariffs are well-known in this country, and the policy

of the different Colonies is well-known. For example, we know what the policy of Canada is, and we regret that the Canadians should have pursued that policy, but respecting, as we do, their self-government, we have not interfered, though we have witnessed it with regret, and we live in hopes that they may eventually come round to sounder views. I understood from the interesting speech which I lately read of the Canadian Minister of Finance, that from the Canadian point of veiw, the policy pursued has been extremely successful, but I differ from it ; and I cannot illustrate such a policy better than by repeating an anecdote related by that Minister. He said : ' He had been talking to an American manufacturer of agricultural machines, who told him that formerly those machines were procured from the United States, now they are procured from Canada, and the American manufacturer. Your tariff has done for our trade.' That may be considered a triumph in Canada, but the result is that the Canadians will have to pay more for their machines than they could have got them for from the Americans ; and I wish the Finance Minister could have read (which I think he could not have done) Monsieur Bastiut's famous argument that ' if you were to keep the sun out by Act of Parliament, you would promote the manufacture of candles.' I mention this little matter to show that there is the greatest possible difference of views between us, and that being so, I do not think an inquiry could be of any use, as there is no probability of our coming to any agreement such as you desire. With regard to the Australian Colonies, of course, in passing the Act which has been referred to, our desire was to promote closer intercourse between those Colonies which are divided by artificial boundaries. We felt that it would be wrong when they expressed a desire to make an arrangement between themselves that we should stand in their way, and we left them to act as they pleased. If they should come to an agreement, as I hope they will, and that it will be one on Free Trade principles, then it will be a thing which we shall all greatly rejoice in. At the time when the Act was passed I rather feared the tendency was the other way, but now I believe on the whole except Victoria, the tendency is much more in the direction of Free Trade. We have, however, not the slightest desire to dictate to the Colonies who have representative Government, what way they should do. I do not know that there is any other point which I need touch upon ; nearly all turn upon the first and fourth Resolutions ; but I should like to say one word more as to the first resolution, only to confirm what was said with regard to treaties with foreign powers. It is quite true that we have had that point carefully in view since I have been in office, and we have made arrangements with the Foreign Office that in all cases where treaties are to be negotiated, in which the Colonies are affected, that the Colonies should have the opportunity to make their voice heard, and that as far as possible we should not make treaties without first ot all their wishes being ascertained, and we have put Sir Alexander Galt in direct communication with certain foreign Governments with whom the Canadians wish to enter into some arrangement. On that point I entirely agree with the Deputation, and I think it is of great importance for the unity of the Empire, that we should take care that all these Treaties are carefully

considered, and as far as possible communicate with the Colonies in all cases before they are eventually concluded. (Hear, hear.)

Marquis of Hartington—As Lord Kimberley has expressed the views of the Government so fully, and as so little has been said upon the subject of India, it is only necessary for me to say one word. Although Lord Kimberly has explained that there is so much difference of opinion between the great majority of the Speakers of the deputation and Her Majesty's Government, that it would be almost useless to frame instructions upon which any enquiry should be instituted, still, I think it is satisfactory to see that representatives of different colonies and dependencies of this country meet in London to consider and discuss questions involving the principle of Trade considerations. As far as India is concerned the wants, wishes, and interests, of that Empire are tolerably well represented in this country. India is to a certain extent governed by this country, and at all events there exists a Government and an organization which is always ready to listen to any representation that may be made in which any class of the community in India or any class interested in Indian trade, who would be always disposed to give their assistance to any particular measure which may be pointed out to them as tending in any way to increase trade and commerce. I am sure that, as Mr. Ralli said, the Government in India and also at home will be at all events ready to give their most cordial co-operation to it. As regards India I think very little can be done in the way of improving its trade and the conditions of its tariffs. I must point out that a great reduction in the revenue of India has been made in the last twelve months—a reduction of someting like thirty-three per cent. of the Indian tariffs has, generally speaking, I will not say entirely an excise tariff, but simply one proposed for Revenue purposes. We encouraged the Government of India to proceed in that course, and have reason to hope will in the end be found—although there is considerable opposition to Free-trade in India—to be one most conducive to their own trade and their own prosperity. I will not detain you longer; I would only say that although there does not seem a probability, or a unanimity, in coming to an agreement as to the primary object the Deputation have in view, I will be anxious at all times to consider suggestions that may be made.

Mr. Miller—May I be allowed, Lord Kimberley, to ask a question, your Lordship's answer to which would, I am sure, greatly interest the deputation?

Lord Kimberley—Certainly.

Mr. Miller—Do you think, my lord, that in the event of it being impossible to retain the unity of the Empire without some modification of England's Free-trade policy it would be better to give up the hold upon our Colonies than to surrender Free trade as understood by the present Government?

Lord Kimberley—That seems to me a question I am not called upon to answer here. I will say nothing with regard to the general question of the unity of the Empire, because that is a very large political question indeed, and scarcely comes under the question of trade alone, but I think there is very little probability of the Free-trade policy being reversed in this country; indeed, I believe, apart

from everything else, that, in the present condition of our trade, it would be absolutely impossible to do so even if you were to try.

Mr. Westgarth—I wish to correct an impression which seems to weigh on your Lordship's mind, and which I feel sure is a mistake. Your Lordship remarked that you thought we all differed from the Home country's Free trade Principles; but one remarkable consequence of our coming together upon the Dominion Board's invitation was this, that it was found that a decided majority of the representatives present went entirely with the Home Government in the matter of Free trade.

Lord Kimberley—Well, I can only say that I judged and formed my opinions from what was submitted to me, but I am extremely pleased at what you have said, and I must say that meetings of Delegates of different Colonies must necessarily be productive of good results if only for this, that, I believe, the more the subject is considered and the more the different Colonies come to understand each other's interests, the more likely are they to adopt what I believe is the sound policy, viz., Free Trade; and, besides, there is no doubt that trade is likely to be benefited by interchange of ideas on the subject.

The Lord Mayor thanked their lordships for their courteous reception, and the Deputation retired.

APPENDIX F.

TIME OF DEPARTURE OF THE ENGLISH MAILS FROM BOMBAY UNDER THE NEW MAIL CONTRACT.

For previous Correspondence on this subject, see Appendix D in Chamber's Report, 1879-80.

No. 702.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

FORT WILLIAM, 22*nd February*, 1881.

Read the following:—

No. 13, *dated* 13*th January*, 1881.

From the SECRETARY of STATE for INDIA to the GOVERNMENT of INDIA.

In your Excellency's letter, dated the 2nd of November, No. 57 (Post Office), a strong desire was expressed that the weekly mails should not leave Bombay in the fair season before Friday, and reasons were given for believing that, by an acceleration of the speed of the vessels, or of the mail through Egypt, it would be possible to arrange that it should arrive in London not later than Tuesday, while leaving Bombay at 10 a.m. on Friday. The departure on Monday evening during the monsoon was, you observed, accepted in India.

2. On the receipt of your Excellency's letter, I communicated immediately with the General Post Office, and I now forward a copy of their reply, dated the 6th of December, enclosing a letter from the Peninsular and Oriental Steam Navigation Company. The latest time which the Company are able to recommend, in order to ensure a uniform delivery in London on Tuesday morning, is five in the afternoon on Tuesday during the south-west monsoon, and on Thursday during the remainder of the year.

3. I have accordingly determined, with the concurrence of the Lords Commissioners of Her Majesty's Treasury, to adopt these dates, and the decision was communicated to your Excellency in my telegram of the 23rd ultimo.

Dated 6th December, 1880.

From S. A. BLACKWOOD, Esq., Secretary, General Post Office, London, to the UNDER-SECRETARY of STATE for INDIA.

I have laid before the Postmaster General your letter of the 25th ultimo, covering a copy of a despatch from the Government of India

and its enclosures, with reference to the day to be fixed for the departure from Bombay of the weekly mail for this country.

It appears that, in consequence of a despatch addressed by Her Majesty's Secretary of State for India in Council to the Government of India on this subject in August last, the Chambers of Commerce of the three Presidencies have been consulted with the following results :—

The Chambers of Commerce of Madras and Bombay accept the proposal made by the Marquis of Hartington that the mails should leave Bombay on Thursday evening in the fair season. But to this the Bengal Chamber of Commerce strongly object on the ground that it would involve the closing of the mails in Calcutta on Monday evening; and considering the importance of the interests represented by that Chamber, the Government of India think it essential that the mails should not leave Bombay in the fair season before Friday.

The objection to this arrangement is, that the mails would not reach London until Wednesday, whereas a Tuesday's arrival is considered absolutely necessary in the interests of commerce of this country.

But the Indian Government point out that this objection would be entirely overcome if the Peninsular and Oriental Steam Navigation Company could undertake to perform the journey in one day less than their contract time.

It has been further suggested that, should the Company find this acceleration out of their power, they should consider the alternative proposed by the Government of India in paragraph 6 of their despatch of the 2nd ultimo as to a Friday *morning* departure from Bombay, with an arrival in London on Tuesday.

The Postmaster General has communicated on these points with the Peninsular and Oriental Company, and he desires me to enclose for Lord Hartington's information a copy of their reply. It will be seen that they cannot adopt either of the schemes proposed for accelerating the mail service, and consequently there is no alternative but to consider the best day for a departure from Bombay under the existing contract arrangements, having regard to all the interests concerned, for it is clear that the convenience of all cannot be equally satisfied.

After careful consideration of the whole question, it seems to the Postmaster General that no better arrangement can be made than for fixing the departure from Bombay on Thursdays and Tuesdays—Thursday during the fair season, and Tuesday during the south-west monsoon.

This will bring the mails into London on Tuesday throughout the year, thus giving ample time for replies on Friday evening to the most distant parts of the United Kingdom.

It appears from the correspondence that Lord Hartington suggested a Monday's departure during the south-west monsoon, but in doing so His Lordship no doubt lost sight of the fact that, under the present contract, only two extra days are allowed for the monsoon voyages, while under the old contract three were taken.

Tuesday is really the day corresponding with Thursday for ensuring a regular arrival in London on a Tuesday.

Considering all the circumstances, Mr. Fawcett recommends Thurs-

day and Tuesday as the best days that can be appointed for the homeward mails to leave Bombay, and, if Lord Hartington agrees in this opinion, he hopes that an early decision will be come to, as it is essential that the working Time Tables for the year 1881 should be issued without delay.

Dated 3rd December, 1880.

From A. M. BETHUNE, Esq., Secretary to the P. and O. Steam Navigation Company, to the SECRETARY, GENERAL POST OFFICE, London.

I have the honour, by order of the Board of Directors, to acknowledge the receipt of your letter of 26th November (No. 145728 of 1880), with reference to the question of the Time Table for the whole of the Company's Mail Services for the ensuing year.

The Directors have carefully perused the observations put forward in your letter, and also the enclosures (returned herewith) transmitted for their consideration.

(1.) It appears to the Directors that the object which it is now desired to attain is the arrival in London of the whole of the Eastern Mails on a certain day of the week throughout the year, and that the delivery should take place at a sufficient interval from the departure of the outward mail on Friday, to give the mercantile interests of this country ample time for the correspondence which has to be carried on with the whole of the East.

(2.) The Directors are clearly of opinion that the latest day which should be thus fixed for the delivery of the mails in London should be Tuesday morning, and in order that such delivery may, under all ordinary circumstances, be put beyond any doubt or question, they think that it would not be advisable that the mails should leave Bombay later than 5 p.m. on Tuesday during the south-west monsoon, and at the same hour on Thursday during the north-east monsoon.

(3.) It would have afforded the Directors great satisfaction if they could have seen their way to comply with the suggestion made by the Indian Government in one of the enclosures of your letter, to the effect that the Company should accelerate the speed of their vessels throughout the voyage from Bombay to Brindisi, but they regret to say they are unable to agree to that proposal. The acceleration in question would bring the contract speed up to very nearly 12 knots, and it will be in the recollection of your Department that when the Company sent in their tenders for the Mail Services they asked a sum of 360,000*l.* for a service at the rate of 11 knots between Bombay and Brindisi, and a sum of 400,000*l.* for the acceleration of that service to 12 knots; and it may also be as well to remind the Government of India that the Company's tender for an exceptionally rapid service was lower than that sent in by any of the other competitors for the contract by a sum of no less than 36,000*l.* It may likewise be mentioned that in order to give a speed of 12 knots on every voyage in a contract service, the vessels must be driven practically at a rate of nearly 13 knots, and in giving the contract speed as 11 knots, the ships also require to be driven at a very much higher rate. These

circumstances would naturally escape the attention of the Government of India.

(4.) The Directors regret that they are equally unable to admit that the suggestion contained in paragraph 6 of the despatch of the Government of India would, if carried out, fulfil the intention which your Department has in view, viz., that of ensuring beyond doubt the delivery of the mails in London on Tuesday. It will be seen, on perusing carefully the latter part of that paragraph, that the advantages of a departure from Bombay on Friday morning in place of Friday evening are in reality advocated, whereas the Directors consider it necessary, bearing all conditions, including the transit through Egypt, in mind, that the steamers should not leave Bombay later than 5 p.m. on Tuesday or Thursday, according to the season.

5. While the Directors think it right thus to state their views as to the conditions under which the object contemplated by the Post Office can best be attained, I am desired to add that should it, in the interests of Calcutta or Bombay, or any of the other communities concerned, be considered desirable to start the mails on earlier days than Tuesday and Thursday from Bombay, the Directors of course would have no objection, provided they left not later than 5 p.m. If, for example, it should be decided to start the steamers from Bombay on Monday at 5 p.m. during the south-west monsoon, the natural result would be that the mails would be delivered in London on Monday morning at that period of the year, a result of which there would probably be no great objection on the part of this country, while at the same time it would not fulfil exactly the generally expressed desire that the mails should be delivered throughout the year on the same day of the week; but the departure from Bombay on Monday evening under the existing period of monsoon allowances would have the awkward result of causing four changes during the year in the days of departure from the ports in China, the Straits Settlements, and Australia, an inconvenience which would certainly be loudly complained of in those quarters. If, then, a Monday departure should be fixed on, it would be very desirable that the monsoon should commence with the first mail leaving Bombay in May, and end with the first mail leaving in October, thus bringing the monsoon voyages completely into harmony with the Time Table from China, so that only two changes in the year would require to be made in the China and Australia Time Tables, namely, at the beginning and end of the south-west monsoon, exactly as would be the case in the Indian Time Tables.

Without this alteration the Directors would certainly not recommend the departure from Bombay on Monday evening, as it would be very unpopular in China and Australia; but granting this modification, the correspondence transmitted in your letter would seem to indicate that while a Monday departure would please India, it would not be unpopular elsewhere.

Copy forwarded to the Director General of the Post Office of India, to the Governments of Bengal, Bombay, and Madras, and the Chambers of Commerce, Bengal, Bombay, Madras, and Rangoon, for information, in continuation of No. 1759, dated 30th December 1880.

E. J. SINKINSON,
Under-Secretary to the Government of India.

CIRCULAR No. 155.

CALCUTTA, *27th January*, 1882.

To ALL POSTAL CIRCLES.

I have received a telegram, dated 26th January, from the authorities of the British Post Office, announcing that the departures from Bombay of the P. and O. contract packet which carries the weekly foreign mail have been changed during the fair season from Thursday to Friday. This change will commence from the 10th March. Further particulars are contained in the Time Table, the receipt of which from London must be awaited.

F. R. HOGG,
Offg. Director General of the Post Office of India.

No. 11487.

CALCUTTA, *27th January*, 1882.

Copy forwarded to the Secretary Bombay Chamber of Commerce for information.

L. G. WORTH,
For Offg. Director General of the Post Office of India.

APPENDIX G.

BILL TO AMEND THE INDIAN PAPER CURRENCY ACT, 1871.

No. 1837 OF 1881.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 27*th May*, 1881.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward the accompanying copy of a Bill to amend the Indian Paper Currency Act, 1871, with Statement of Objects and Reasons, and to request that you will be so good as to favour this Government with the opinion of the Chamber of Commerce on the provisions of the Bill on or before the 1st July next.—I have, &c.,

H. A. ACWORTH, for Secretary to Govt.

A BILL TO AMEND THE INDIAN PAPER CURRENCY ACT, 1871.

Preamble.

Whereas it is expedient to amend the Indian Paper Currency Act 1871, in manner hereafter appearing; It is hereby enacted as follows:—

Amendment of section 4.

1. In section four of the said Act, for the words "and two other officers, called, respectively, the Commissioner of the Department of Issue at Madras and the Commissioner of the Department of Issue at Bombay," the words "and three other officers, called, respectively, the Commissioner of the Department of Issue at Madras, the Commissioner of the Department of Issue at Bombay and the Commissioner of the Department of Issue at Rangoon" shall be substituted.

Amendment of section 5.

2. In section five of the said Act, for the words "three of which circles shall include the Towns of Calcutta, Madras and Bombay, respectively," the words "four of which circles shall include the Towns of Calcutta, Madras, Bombay and Rangoon, respectively," shall be substituted; and for the words "any such town (other than Calcutta, Madras or Bombay) shall be deemed to be situate within such Presidency as is specified in the order," the words "any such town (other than Calcutta, Madras, Bombay or Rangoon) shall be deemed to be situate within such Presidency or Province as is specified in the order," shall be substituted.

Amendment of sections 6 and 9.

3. In sections six and nine of the said Act, for the words "and Bombay" the words "Bombay and Rangoon," shall be substituted.

Amendment of section 7.

4. In section seven of the said Act, for the words "the Commissioners at Madras and Bombay," the words "the Commissioners at Madras, Bombay and Rangoon" shall be substituted; and for the last sentence the following shall be substituted (namely):—

"the Deputy Commissioners in the Presidencies of Fort Saint George and Bombay and in the Province of British Burma shall be subordinate to the Commissioners of Madras, Bombay and Rangoon, respectively."

Amendment of section 10.

5. In section ten of the said Act, for the words "of either of the Commissioners," the words "of one of the Commissioners" shall be substituted: and for the words "by either of the said Commissioners" the the words "by one of the said Commissioners" shall be substituted.

Partial Repeal of section 24.

6. In section twenty-four of the said Act, the words "indictments and in" shall be repealed.

STATEMENT OF OBJECTS AND REASONS.

There is at present no Paper Currency which is a legal tender in Burma. Notes of the Calcutta circle are used to a limited extent in the chief towns, and occasionally notes of other circles are used, but there is no circle of issue in Burma.

2. Great inconvenience has been felt by the mercantile classes in Burma from this want; and in the year 1872 the question of establishing a circle of issue in that Province was before the Government of India. The Indian Paper Currency Act of 1871, however, renders it necessary to declare every town (other than Calcutta, Madras or Bombay) in which there is an office of issue to be, for the purposes of the Act, situate within some Presidency. Had, therefore, a circle of issue been established in Burma, it would have been necessary to declare the place of issue to be situate within one of the Presidencies of Fort William, Fort St. George and Bombay. The result would have been that, under section 9 of the Act, the notes of the Burma circle would have been payable at the office or offices of issue in Burma, and also at the Presidency-town of the Presidency (probably Fort William) within which the town of issue had been declared, for the purposes of the Act, to be situate.

3. The nature of the commercial transactions between Burma and India is such that, under those circumstances, it would have been unwise to establish a circle of issue in Burma. At particular periods of the year large remittances of money are made between Calcutta and Rangoon; and if the Burmese notes were payable at Calcutta, the Government might be put to considerable inconvenience and expence in providing cash to meet the notes. The question was accordingly allowed to remain in abeyance.

4. The rapid increase of the trade of Burma has again caused the question to be brought before the Government of India. The best authorities are agreed that Burma can no longer do without a paper currency, but that the Burmese notes should be payable only at the office of issue and not at any Presidency-town. The public will thus

enjoy most of the conveniences of a paper currency, while the Government will not be obliged to undertake the exchange business of British Burma.

5. The amendments in the Paper Currency Act proposed in the Bill have for their objects :—

1*st*—to create a Commissioner of the Department of Issue at Rangoon ;

2*ndly*—to make the towns of issue in Burma independent of the Presidencies ;

3*rdly*—to render the paper issued at any town in Burma payable only at the office of issue.

6. The first of these objects is attained by a slight alteration of the fourth section of the Act ; the second, by amending section 5 so as to empower the Governor General in Council to declare a town to be situate for the purposes of the Act within a Province as well as a Presidency. The third will be effected by the amendment just described ; for the town of issue in Burma can then be declared situate within the Province of British Burma, and Burmese notes will not then be payable at Calcutta or any other Presidency-town.

WHITLEY STOKES.

Simla, 8th May, 1881.

No. 142 OF 1881.

BOMBAY CHAMBER of COMMERCE, 18*th June*, 1881.

To the SECRETARY to GOVERNMENT, Financial Department, Bombay.

Sir,—I am directed to acknowledge the receipt of your letter No. 1837 of the 27th ultimo, forwarding copy of a Bill to amend the Indian Paper Currency Act, 1871, with Statement of Objects and Reasons, and requesting that Government may be favoured with the opinion of the Chamber of Commerce on the provisions of the Bill.

The Committee of the Chamber desire me to say in reply that they approve of the provisions of the Bill.—I have, &c.,

J. GORDON, Secretary.

APPENDIX H.

THE INDIAN MERCHANT SHIPPING ACT, 1881.

No. 219 OF 1881.

MARINE DEPARTMENT,
BOMBAY CASTLE, 11*th April*, 1881.

From the SECRETARY to GOVERNMENT to the SECRETARY BOMBAY CHAMBER of COMMERCE.

SIR,—In forwarding herewith a copy of a Bill for the further amendment of the law relating to Merchant Shipping, and of a Statement of Objects and Reasons, I am directed to request you will have the goodness to favor Government, on or before the 20th proximo, with the views of the Chamber on the Bill.—I have, &c.,

M. W. WILLOUGHBY Colonel,
Secretary to Government.

A Bill for the further amendment of the law relating to Merchant Shipping.

Whereas it is expedient to amend the law relating to investigations into casualties affecting ships and charges against masters, mates and engineers;

Preamble.

and whereas it is also expedient to provide in other respects hereinafter appearing for the regulation and control of merchant shipping;

It is hereby enacted as follows:—

CHAPTER I.

PRELIMINARY.

Short title. 1. This Act may be called "The Indian Merchant Shipping Act, 1881;"

Extent. It extends to the whole of British India;

Commencement. and it shall come into force at once.

Repeal of enactments. 2. The Indian Merchant Shipping Act, 1875, and Act No. XIII. of 1878 (*An Act to provide for the recovery in British India of wages due to, and expenses incurred in respect of, certain seamen and apprentices, and to amend the Indian Merchant Shipping Act*, 1875, *and the Indian Ports Acts*, 1875), are hereby repealed.

But all proceedings commenced, officers appointed, powers confer-

red, investigations held, certificates cancelled or suspended, agreements made and persons authorized under the said Acts or either of them, shall be deemed to have been respectively commenced, appointed, conferred, held, cancelled or suspended, made and authorized under this Act.

Interpretation-clause.

3. In this Act.

Definition of ship:

"ship" includes every description of vessel used in navigation not propelled by oars; and

"master."

"master" means any person (except a pilot or harbour-master) having for the time being control or charge of a ship.

Saving of powers of certain Admiralty Courts.

4. Nothing in this Act affects the powers conferred by section two hundred and forty of the Merchant Shipping Act, 1854, or by section eighty of Act No. I. of 1859 (*for the amendment of the law relating to Merchant Shipping*), on Courts having admiralty jurisdiction in India.

Exercise of such powers by principal criminal Courts.

The powers conferred by the last-mentioned enactment may, at any port in British India where there is no Court having admiralty jurisdiction, be exercised by the principal Court of ordinary criminal jurisdiction.

CHAPTER II.

INVESTIGATIONS INTO CASUALTIES AFFECTING SHIPS, AND CHARGES AGAINST MASTERS, MATES OR ENGINEERS.

Chapter not to apply to certain ships.

5. Nothing in this chapter shall be deemed to apply to any ship belonging to, or in the service of, Her Majesty or belonging to any foreign Prince or State.

Report of casualties to be made to Local Government.

6. Whenever any Magistrate, or any officer appointed by the Local Government in this behalf, receives credible information that—

(*a*) any ship has been lost, abandoned, stranded or damaged on or near the coasts of British India; or

(*b*) by reason of any casualty happening to or on board of any ship on or near such coasts, loss of life has ensued; or

(*c*) any ship has caused loss or damage to any other ship on or near such coasts; or

(*d*) any such loss, abandonment, stranding, damage or casualty has happened elsewhere, and any competent witnesses thereof have arrived or are to be found at any place in British India; or

(*e*) any ship is supposed to have been lost, and any evidence can be obtained in British India as to the circumstances under which she proceeded to sea or was last heard of;

he shall forthwith report in writing such information to the Local Government.

In the cases mentioned in clauses (*a*), (*b*) and (*c*), the master, pilot, harbour-master or other person in charge of the ship or (where two

ships are concerned) in charge of each ship, at the time of such loss, abandonment, stranding, damage or casualty, and

in cases under clause (*d*), where the ship concerned proceeds direct from the place where such loss, abandonment, stranding, damage or casualty has occurred to any place in British India, the master of such ship at the time she arrives at such place,

shall, on arriving in British India, give immediate notice of such loss, abandonment, stranding, damage or casualty to the nearest Magistrate, or, when he arrives at a port, to the officer appointed at such port as aforesaid.

Any person bound to give notice under this section and willfully failing to give the same shall be punished with fine which may extend to five hundred rupees, and, in default of payment, to simple imprisonment for a term which may extend to three months.

Power to appoint special Court of Enquiry.

7. If in any such case a formal investigation into the facts mentioned in section six, clause (*a*), (*b*), (*c*), (*d*) or (*e*), appears to the Local Government to be requisite or expedient, the Local Government (whether such notice be given or not) may appoint a special Court, consisting of not less than two nor more than four persons, and direct such Court to make such investigation, and may fix the place for making the same.

One of such persons shall be a Magistrate acting in or near the place where the investigation is made ; another shall be some person conversant with maritime affairs. The other or others (if any) shall be conversant with either maritime or mercantile affairs.

Other Courts authorized to investigate casualties.

8. Every Court having admiralty jurisdiction in British India, and the principal Court of ordinary criminal jurisdiction at every port of British India where there is no Court having admiralty jurisdiction, is hereby authorized, when so directed by the Local Government, to make the investigations referred to in section seven.

Power to inquire into charges against masters, mates and engineers.

9. Any Court making an investigation under section seven or section eight may inquire into any charge of incompetency or misconduct arising, in the course of such investigation, against any master, mate or engineer holding a certificate granted under any enactment for the time being in force, by the Board of Trade or a Local Government, as will as into any charge of a wrongful act or default on his part causing any such loss, abandonment, stranding, damage or casualty as aforesaid.

In every case in which there is reason to believe that any such charge, whether of incompetency or misconduct, or of a wrongful act or default as aforesaid, will arise against any such master, mate or engineer in the course of an investigation, the Court shall, if practicable, before the commencement of such investigation, cause to be furnished to him a copy of the report upon which such investigation has been directed.

Local Government may direct investigation in cases of incompetency or misconduct.

10. If the Local Government has reason to believe that there are grounds for charging any such master, mate or engineer with incompetency or misconduct, otherwise than in the course of an investigation under section seven or section eight, it may transmit a state-

ment of the case to any Court mentioned in section eight at or nearest to the place at which it may be convenient for the parties and witnesses to attend, and may direct such Court to make an investigation into such charge.

Before commencing such investigation, the Court shall cause the master, mate or engineer so charged to be furnished with a copy of the statement so transmitted by the Local Government.

Person accused to be heard.

11. For the purpose of an investigation under this chapter into any charge against a master, mate or engineer, the Court may summon him to appear, and shall give him full opportunity of making a defence either in person or otherwise.

Powers of Courts as to evidence and regulating proceedings.

12. For the purpose of any investigation under this chapter, the Court making the investigation, so far as relates to compelling the attendance and examination of witnesses and the production of documents and the regulation of the proceedings, shall have—

(*a*) if such Court is a special Court, the same powers as are exerciseable by the principal Court of ordinary criminal jurisdiction for the place at which the investigation is made ;

(*b*) if such Court is a Court having admiralty jurisdiction or a principal Court of ordinary criminal jurisdiction, the same powers as are exerciseable by such Court in the exercise of such admiralty or criminal jurisdiction (as the case may be).

Assessors.

And every Court making any such investigation, other than a special Court, may, if it think fit, constitute as its assessor, for the purposes of the investigation, any person conversant with maritime affairs and willing to act as such assessor.

Such person shall attend during the investigation and deliver his opinion in writing, to be recorded on the proceedings. But the exercise of all powers conferred on the Court by this Act or any other enactment for the time being in force shall rest with the Court.

Power to arrest witnesses and cause entry and detention of vessels.

13. If any Court making an investigation under this chapter thinks it necessary for obtaining evidence that any person should be arrested, it may issue a warrant for his arrest, and may, for the purpose of effecting such arrest, authorize any officer (subject, nevertheless, to any general or special instructions from the Local Government) to enter any vessel.

Any officer so authorized may, for the purpose of enforcing such entry, call to his aid any officers of police or customs, or any other persons, and may seize and detain the vessel for such time as is reasonably necessary to effect the arrest ; and every such officer or other person shall be deemed to be a public servant within the meaning of the Indian Penal Code, section 186.

No person shall be detained by virtue of this section for more than forty-eight hours.

Power to commit for trial.

14. Whenever, in the course of any such investigation, it appears that any person has committed an offence punishable under any law in force in British India, the Court making

the investigation may (subject to such rules consistent with this Act as the High Court may from time to time prescribe) cause him to be arrested, or commit him or hold him to bail to take his trial before the proper Court; and may bind over any person to give evidence at such trial, and may, for the purposes of this section, exercise all the powers of a Magistrate of the first class or of a Presidency Magistrate:

Power to bind over persons to give evidence.

And whenever in the course of such trial the testimony of any witness is required in relation to the subject-matter, any deposition previously made by him in relation to the same subject-matter before any Court making an investigation under this chapter shall, if authenticated by the signature of the Magistrate or presiding Judge, be admissible in evidence on proof—

Depositions.

(*a*) that the witness cannot be found within the jurisdiction of the Court before which the trial is held; and

(*b*) that it was made in the presence of the person accused.

A certificate by the Magistrate or presiding Judge that the deposition was made in the presence of the accused shall, unless the contrary be proved, be sufficient evidence that it was so made.

15. The Court shall, in the case of all investigations under this chapter, transmit to the Local Government a full report of the conclusions at which it has arrived, together with the evidence.

Report by Court to Local Government.

In cases in which, under the Merchant Shipping Acts, 1854 to 1880, the Court is required to send a report to the Board of Trade, such report shall be sent through the Local Government, and the submission of such report to the Local Government shall be a sufficient compliance with this section.

CHAPTER III.

SUSPENSION AND CANCELLATION OF CERTIFICATES AND GRANT OF FRESH CERTIFICATES.

16. Nothing herein contained shall affect the powers conferred by the Merchant Shipping Acts, 1854 to 1880, on the Courts conducting investigations under sections seven, eight, nine and ten of this Act, to cancel or suspend certificates granted under any of the said Merchant Shipping Acts, or certificates to which the provisions of any such Act have been made applicable under the Merchant Shipping (Colonial) Act, 1869.

Saving of power to cancel and suspend certificates under English Acts.

When any such Court cancels or suspends any such certificate, it may, in its report to the Local Government, advise such Government to grant, without examination, to the holder of such certificate, when such certificate is a certificate as master, a certificate as master or mate; and, when such certificate is a certificate as mate or engineer, a certificate as mate or engineer, as a case may be; and such Local Government, if it thinks fit, and if it is empowered by any enactment of a British Indian legislature for the time being in force to grant such certificate,

Power to issue local certificates in lieu of such certificates.

may grant it under such enactment, but without examination. A certificate so granted shall, except for the purposes of the said Merchant Shipping (Colonial) Act, 1869, have the same effect as if it had been granted after examination.

Local Government may suspend or cancel certain certificates—

17. Any certificate (whether of competency or service) which has been granted by any Local Government, to any master, mate or engineer, and to which the provisions of the Merchant Shipping (Colonial) Act, 1869, do not apply, may be suspended or cancelled, by that or any other Local Government, in the following cases, that is to say :—

after investigation under this Act :

(*a*) if, upon any investigation made under this Act, the Court reports that the loss, stranding or abandonment of, or damage to, any ship or loss of life, has been caused by his wrongful act or default, or that he is incompetent, or has been guilty of any gross act of drunkenness, tyranny or other misconduct ;

after investigation under other Acts :

(*b*) if, upon any investigation made under the provisions of the Merchant Shipping Acts, 1854 to 1880, or upon any investigation made by any Court or tribunal for the time being authorized by the legislative authority in any British possession to make enquiry into charges of incompetency or misconduct on the part of masters, mates or engineers of ships, or as to shipwrecks or other casualties affecting ships, the Court or tribunal reports that such master, mate or engineer is incompetent, or has been guilty of any gross act of misconduct, drunkenness or tyranny, or that the loss, stranding or abandonment of, or damage to, any ship, or loss of life, has been caused by his wrongful act or default ;

after conviction of any offence :

(*c*) if he is proved to have been convicted of any offence which, if committed in British India, would be non-bailable, or, if committed in England, would be a felony : and

after supersession.

(*d*) if (in the case of a master) he has been superseded by the order of any Admiralty Court, or of any Naval Court constituted as provided by the Merchant Shipping Act, 1854, or by any other law for the time being in force :

Provided that, in any case in which an investigation has been made into a charge against any master, mate or engineer, no certificate shall be suspended or cancelled under clause (*a*) unless the Local Government is satisfied that the holder of the certificate has been furnished before the commencement of the investigation with the copy of the report or statement required by section nine or section ten, as the case may be.

Master, &c., to deliver up certificate.

18. Every master, mate or engineer whose certificate is cancelled or suspended under section seventeen shall deliver it to the Shipping Master, or to such other person as the Local Government which cancelled or suspended the certificate directs, and in default of such delivery shall, for each offence, be punished with fine which may extend to five hundred rupees.

19. If the Local Government which cancels or suspends, under section seventeen, a certificate of a master, mate or engineer is not the Local Government that granted the same, the Local Government so cancelling or suspending the certificate shall report the proceedings, and the fact of cancelment or suspension, to the Local Government which granted such certificate.

Report to other Local Governments.

20. Every Local Government cancelling or suspending under section seventeen the certificate of a master, mate or engineer shall, as soon as may be practicable, report to the Board of Trade the fact of such cancellation or suspension.

Report to Board of Trade.

21. Any Local Government may at any time revoke any order of cancelment or suspension which it may have made under section seventeen, or grant, without examination, to any person, whose certificate it has so cancelled, a new certificate of the same or of any lower grade.

Power to revoke cancellation or suspension.

Power to grant new certificate.

A certificate so granted shall, except for the purposes of the said Merchant Shipping (Colonial) Act, 1869, have the same effect as if it had been granted after examination.

A certificate of competency for a Home-trade ship under the said Act No. I. of 1859 shall be deemed, for the purposes of this section, to be of a lower grade than a certificate of a competency for a foreign-going ship under the same Act.

Every revocation and every grant under this section shall, as soon as may be practicable, be reported to the Board of Trade.

CHAPTER IV.

AGREEMENTS WITH SEAMEN.

22. This chapter shall be read with, and taken as part of, the said Act No. I. of 1859.

Chapter to be read with Act I. of 1859.

23. The master of every ship, except ships of a burden not exceeding three hundred tons employed only in the Home-trade, shall enter into an agreement with every seaman whom he carries to sea from any port in British India as one of his crew, in the manner hereinafter mentioned.

Masters to enter into agreements with seamen.

24. Every such agreement shall be in a form sanctioned by the Governor General in Council, and shall be dated at the time of the first signature thereof, and shall be signed by the master before any seaman signs the same, and shall contain the following particulars as terms thereof, that is to say :—

Form and contents of agreement.

(*a*) either the nature and, as far as practicable, the duration of the intended voyage or engagement, or the maximum period of the voyage

or engagement, and the places or parts of the world, if any, to which the voyage or engagement is not to extend ;

(*b*) the number and description of the crew, specifying how many are engaged as sailors ;

(*c*) the time at which each seaman is to be on board or to begin work ;

(*d*) the capacity in which each seaman is to serve ;

(*e*) the amount of wages which each seaman is to receive ;

(*f*) a scale of the provisions which are to be furnished to each seaman ; and

(*g*) any regulations as to conduct on board, and as to fines, short allowance of provisions or other lawful punishments for misconduct, which have been sanctioned by the Governor General in Council as regulations proper to be adopted, and which the parties agree to adopt. And every such agreement shall be so framed as to admit of stipulations to be adopted at the will of the master and seaman in each case (not being inconsistent with the provisions of any enactment for the time being in force relating to Merchant Shipping), as to advance of wages and supply of warm clothing, and may contain any other stipulations which are not contrary to law.

Scale of provisions to be furnished to lascars.

25. In the case of such agreements with lascars or other Native seamen, the scale of the provisions agreed to be furnised to each of such seamen shall not be less than a scale to be from time to time fixed and published by the Local Government with the previous sanction of the Governor General in Council.

Any master entering into an agreement with any lascar or other Native seamen for a scale of provisions less than the scale so fixed and published shall be punished with fine which may extend to two hundred rupees.

Stipulation where lascars are shipped.

26. Whenever it is agreed that the service of any lascar or other Native seaman shall end at any port not in British India, the agreement shall, in addition to the particulars specified in section twenty-four, contain a stipulation that fit employment shall be provided for him on board some other ship bound to the port at which he was shipped, or such other port in British India as may be agreed on ; or

that a passage shall be provided for him to some port in British India free of charge, or on such other terms as may be agreed on ;

and every such stipulation shall be signed by the owner of the ship, or by the master on his behalf.

EXPLANATION.—In this section the word "seaman" includes also a Native of British India carried to sea from any port in British India as one of the crew of a ship.

Forms for British or Colonial ships.

27. If the master of any ship belonging to the United Kingdom or any British possession has an agreement with his crew, made in due form according to the law of the place to which such ship belongs, or in which her crew were engaged, and engages a single seaman, not being a lascar or other Native seaman, in any port in

British India, such seaman may sign the agreement so made, and it shall not be necessary for him to sign an agreement under this Act.

CHAPTER V.

PORT-INSPECTORS.

28. In the Indian Ports Act, 1875, after section eighteen, the following sections shall be inserted, that is to say :—

Addition to Act XII. of 1875.

"18A. The Local Government may, from time to time, appoint in any port subject to this Act an officer to be called the Port-inspector, and suspend or remove such officer.

Appointment and powers of Port-inspectors.

"Every officer so appointed shall, subject to the control of the Local Government, have the following powers within the limits of the port for which he is appointed, that is to say :—

"(*a*) he may at any time enter any vessel, and may inspect the same and every part thereof, and the provisions and water provided for the use of the persons on board such vessel and the medicines and appliances and the accommodation for the seamen ;

"(*b*) he may medically examine all or any of the persons on board such vessels ;

"(*c*) he may require and enforce the production of the log and any other books, papers or documents which he thinks necessary for the purpose of enquiring into the health and medical condition of the persons on board such vessel ;

"(*d*) he may call before him and examine for such purpose all or any of such persons, and may require answers to any inquiries he thinks fit to make ;

"(*e*) he may require any persons so examined by him to make and subscribe a declaration of the truth of the statements made by such person.

"18B. The Port-inspector shall, on first entering any vessel after its arrival, inquire whether any lascar or other Native seaman on board such vessel desires to make any complaint against the master or any of the crew thereof.

Port-inspector to inquire into complaints.

"In the event of any such seaman so desiring, the Port-inspector shall hear such complaint and record the particulars thereof in writing and may, for the purpose of ascertaining the truth of the same, exercise any of the powers mentioned in section 18A.

"The Port-inspector shall forthwith report in writing to the Shipping Master the particulars of any complaint made to him under this section together with his opinion thereon."

and report the same to Shipping Master.

CHAPTER VI.

MISCELLANEOUS.

29. In cases where any wages or expenses recoverable under section 213 of the Merchant Shipping Act, 1854, or under section 16 of the Merchant Shipping Act Amendment Act, 1855, are, under the same sections, a charge upon any, ship, or recover-

Power to appoint persons to sue.

able from any master, owner or other person, within the jurisdiction of any Court in British India, the Governor General in Council may, from time to time, by notification in the *Gazette of India*, authorize, either generally or specially, such persons as he thinks fit to sue for and recover, in manner in the Merchant Shipping Act, 1854, section 213, provided, such wages or expenses.

Every person so authorized shall be entitled to sue and recover accordingly in any such Court, and shall be deemed to be a person filling a public office within the meaning of the Indian Evidence Act, 1872, section 57, clause 7.

Suits, &c., to be instituted in name of Secretary of State for India in Council.

All suits and proceedings under this section shall be instituted and carried on in the name of the Secretary of State for India in Council.

Provisions as to examinations, &c., of masters not to apply to certain ships.

30. Sections 9 to 16 (both inclusive) of the said Act No. I. of 1859 shall not apply to ships registered under Act No. X. of 1841 and trading between ports in India and the coasts of Arabia, when such ships are navigated and manned exclusively by Arabs, lascars, or other Asiatic masters and seamen.

Amendment of Act X. of 1841, secs. 2, 15, 17 and 23.

31. In sections 2, 15, 17 and 23 of the said Act No. X. of 1841, for the words "on information in any Court of Her Majesty or the East India Company by the Advocates General of the respective Presidencies," "by information as aforesaid," "on information as aforesaid," "upon information as aforesaid," in each of the places where they occur, the following words shall be substituted, namely :—"on conviction before a Presidency Magistrate or a Magistrate of the first class."

STATEMENT OF OBJECTS AND REASONS.

Paragraph 8 of the Report, dated the 20th February, 1880, of the Select Committee on the Bill relating to Merchant Shipping, which afterwards became the Indian Merchant Shipping Act, 1880, ran as follows :—

"8. We have omitted chapters VII. and VIII. of the Bill as introduced, as we consider that the matters to which they relate would be more fitly dealt with in a Bill to consolidate Act No. IV. of 1875 and the sections of Act No. XIII. of 1878 by which it is amended."

2. The nature of the contents of these omitted chapters will be learnt from the following paragraphs of the Statement of Objects and Reasons, dated the 29th August, 1879, appended to that Bill:—

"21. Chapter VII., by an addition to the Ports Act, 1875, provides for the appointment of an officer called a "Port-inspector." This officer, in addition to performing the duties at present performed by the Health-officer (for the performance of which duties he is by the Bill invested with certain legal powers), is intrusted with the duty of inquiring into any complaints which may be made on the arrival of a ship in port by any of the crew against the master or any others of the

crew. This latter provision has been inserted, in compliance with the desire of the Secretary of State, for the protection of lascars or other Oriental seamen when serving on board a European ship.

"22. Chapter VIII. makes two amendments of the Indian Merchant Shipping Act, 1875. The one extends the provisions of section 3 of that Act so as to give power to hold Marine Courts of Enquiry in certain cases which are at present unprovided for. This change has been introduced at the request of the local Marine authorities, and is in accordance with the provisions of the English law as recently amended. The other amendment gives the Local Government power to fix a scale of provisions, for less than which it will be penal for a master to contract with any lascar or Native seaman—a provision which has been found to be essential for the protection of such seamen."

3. It is with a view to carry out the suggestion of the Select Committee above quoted that the present Bill has been prepared.

The Bill, however, does more than merely consolidate the provisions of the Acts of 1875 and 1878 and re-enact them with the addition of the points omitted from the Merchant Shipping Bill of 1879.

These Acts of 1875 and 1878 relate in part to the suspension and cancellation of Board of Trade certificates to which the provisions of the Imperial Merchant Shipping Acts apply. An examination of the provisions of our Acts in connection with those of the Imperial Acts shows that our Acts deal with several matters already provided for by Parliament. This is not desirable. Apart from the question which might be raised as to the validity of our law, where that law is not transcribed *verbatim*, it is inconvenient from a practical point of view that double provisions relating to the same subject-matter should exist side by side. In re-enacting, therefore, the provisions of the Acts repealed by the Bill, an endeavour has been made to restrict the provisions of the Bill to matters for which the Imperial Acts do not provide, and on which it is clear we can legislate. This has necessitated the omission of some and the amendment of other provisions of the present law.

4. The opportunity of this Bill has been taken to amend section 26 of Act IV. of 1875, so as to provide that, when the service of any lascar is to end at any port not in British India, the agreement between him and the master shall invariably stipulate for his return to British *India*, and not merely for his employment on board some vessel bound to such other port as may be agreed on, possibly not in British India. It is clear that, with the extended employment of Native seamen in the Eastern trade, and the increasing number of Assiatic sailors found in a destitute condition at European ports, Government should, on economical grounds, if for no other reason, devise steps to secure the return of Indian seamen to this country at the expense of the persons who take them away.

5. The 31st section of Act IV. of 1875, which confers certain powers on Courts for the trial of pilots constituted under Act XII. of 1859, has been excluded from the present Bill, as the matter is one which will be more properly provided for by a separate Bill amending that Act.

WHITLEY STOKES.

24th February, 1881

No. 138 OF 1881.

CHAMBER OF COMMERCE,

BOMBAY, 13*th June*, 1881.

To the SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 219, of the 11th April last, forwarding a copy of a Bill for the further amendment of the law relating to Merchant Shipping, and of the Statement of Objects and Reasons, and requesting that Government may be favoured with the views of the Chamber of Commerce on the Bill.

The Committee of the Chamber direct me to say that they have carefully considered the provisions of the Bill, and approve generally of them. They deem it, however, desirable to draw attention to the powers vested, under Chapter V., Section 28, in the Port-inspector, and to recommend that, as these powers are large, a medical man of high standing ought to be selected for that office.

They also desire to avail themselves of this opportunity to observe that the numerous enactments now in force in British India relating to marine-mercantile law result in creating embarrassment and confusion, and that the public interests would be greatly served if these were merged in a general consolidated law which should at the same time embrace the results of all recent merchant shipping experience. They believe that such a measure has been in contemplation by the Government of India, and respectfully desire to urge upon Government that legislation in this direction should be taken in hand at an early date.—I have, &c.,

J. GORDON, Secretary.

No. 343 OF 1881.

MARINE DEPARTMENT,

BOMBAY CASTLE, 15*h June*, 1881.

From the SECRETARY to GOVERNMENT to the SECRETARY BOMBAY CHAMBER of COMMERCE.

SIR,—In acknowledging the receipt of your letter of the 13th inst., I am directed to request that you will have the goodness to convey to the Chamber of Commerce the thanks of Government, for the expression of their views on the Bill for the further amendment of the law relating to Merchant Shipping.—I have, &c.,

M. W. WILLOUGHBY, Colonel,
Secretary to Government.

APPENDIX I.

PROPOSED SYSTEM OF RAILWAYS FOR THE SOUTHERN MAHRATTA COUNTRY.

CHAMBER OF COMMERCE, BOMBAY, *2nd March*, 1881.

To the SECRETARY to GOVERNMENT, Public Works Department, (Railway), Bombay.

SIR,—With reference to your letter No. 2524, dated 12th October, and to the Chamber's reply thereto of the 9th December last, I am desired by the Committee of the Chamber of Commerce respectfully to ask you to be so good as to state, for the information of the Chamber, whether any steps are being taken towards surveying any of the lines of railway proposed for the Southern Mahratta Country.—I have, &c.,

J. GORDON, Secretary.

No. 671 OF 1881.

PUBLIC WORKS DEPARTMENT (RAILWAY),
BOMBAY CASTLE, *16th March*, 1881.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—In acknowledging the receipt of your letter dated 2nd instant, I am directed to inform you that the Railway projects now in hand are for —

1. The Eastern Deccan Railway from Hutgi (Sholapur) to Bijapur, Bagalkot and Gadag.
2. Branch line from Barsi Road to Pandurpur.
3. Branch line from Barsi Road to Barsi.

These projects are nearly ready, the surveys for the first two lines having been made.

Government called for reports (in September last) from officers of the Political, Revenue, and Public Works Departments acquainted with the Southern Mahratta Country on the alternative lines proposed to connect it with the G. I. P. Railway. These reports have within the last month or so been collected and printed, and as it is probable that the Native States interested will contribute towards the cost, Government hope to be in a position to carry out the surveys of one or more lines in the course of the official year 1881-82.—I have, &c.,

H. F. HANCOCK, Colonel, R.E.,
Joint-Secretary to Government.

No. 1166 OF 1881.

PUBLIC WORKS DEPARTMENT (RAILWAY),
BOMBAY CASTLE, *3rd May*, 1881.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter, dated 25th April, I am directed to inform you that the question as to surveys from the G. I. P. Railway to the Southern Mahratta Country is now under the consideration of Government.—I have, &c.,

H. F. HANCOCK, Colonel, R.E.,
Joint-Secretary to Government.

No. 1310 OF 1881.

PUBLIC WORKS DEPARTMENT (RAILWAY),
BOMBAY CASTLE, *19th May*, 1881.

To the SECRETARY BOMBAY CHAMBER of COMMERCE.

SIR,—Adverting to the correspondence ending with my No. 1166, dated 3rd instant, I am directed to forward, for the information of the Chamber, a printed copy of the reports by officers in the Political, Revenue, and Public Works Departments on the system of Railways proposed for the Southern Mahratta Country, together with a copy of the orders passed thereon by Government.—I have, &c.,

H. F. HANCOCK, Colonel, R.E.,
Joint-Secretary to Government.

No. 1240 OF 1881.

PUBLIC WORKS DEPARTMENT (RAILWAY),
BOMBAY CASTLE, *11th May*, 1881.

Read again Government Resolution No. 2336, dated 16th September 1880.

From the Consulting Engineer for Railways, No. 1949 S., dated 2nd April 1881.

Submits the report called for in Bombay Government Resolution No. 2898, of the 28th November 1880, as to the preparation of projects for new Railways to be undertaken from Loan Funds, and states as follows :—

> " Of the officers who have reported on the question of Railway extensions to the Southern Mahratta Country, the following advocate the construction, as a first step, of the Eastern Deccan Railway from Hutgi, mileage 292 Great Indian Peninsula Railway, via Bijapur and Bagalkot, to Gadag :—
>
> 1. Colonel W. C. Anderson, Survey and Settlement Commissioner.

2. Mr. E. P. Robertson, Commissioner, Central Division.
3. Mr. J. B. Richey, Collector of Poona.
4. Mr. J. R. Middleton, Collector of Dharwar.
5. Mr G. Wadington, late Collector of Belgaum.
6. Mr. J. F. Fleet, Assistant Collector of Belgaum.
7. Colonel Greig, R.E., Superintending Engineer, Central Division.

It is understood that Mr. A. T. Crawford, Commissioner, Southern Division, is also in favor of it.

Major Ducat, R.E., considers that this line lies too far to the east, and other officers consulted do not refer to it, but have confined their remarks to the comparative merits of lines which have been proposed from Poona, Dhond and Pandurpur, with the view of opening out the Satara and Belgaum Collectorates and the Kolhapur State.

The advantages of branches from the Barsi Road Station to Pandurpur and Barsi Town are urged by—

Colonel W. C. Anderson.
Mr. J. B. Richey, Collector of Poona.
Mr. A. H. Spry, Collector of Sholapur.
Mr. E. P. Robertson, Commissioner, Central Division.

Colonel W. C. Anderson gives reasons for preferring a line from Hutgi to Bijapur to a line from Barsi Road via Pandurpur to Bijapur.

The Consulting Engineer concurs in Colonel Anderson's recommendation, and advises that the Hutgi-Gadag line be adhered to, and be the first line undertaken.

It is, as Government are aware, the line approved of by the Government of India, as the best protective line against famine in the Kaladgi Districts, and orders are expected shortly to commence laying the rails on the metre gauge.

The branches from Barsi Road to Barsi north and Pandurpur south should be on the standard 5-feet 6-inch gauge, and worked by the Great Indian Peninsula Railway Company ; they will together be about 50 miles long, and, as they can be cheaply constructed, are likely to be profitable. The projects for these branches and for the Eastern Deccan Railway are in hand.

As regards the other lines discussed, the Consulting Engineer recommends that trial lines be run whenever the Public Works Department can allot funds :—

	Distance, say, miles.
1st.—From Dhond via Phaltan, Miraj, and Gokak to Dharwar	194
2nd.—From Pandurpur to Miraj	74
3rd.—From Poona via Satara, Kolhapur and Belgaum to Dharwar...	244

and that on receipt of the report of the trial survey, which will cost about Rs. 60 per mile, it be further considered which line should be selected for a detailed survey and project."

RESOLUTION.—In the opinion of the Governor in Council the lines of Railway to the Southern Mahratta Country which it is most desirable to construct in addition to the Hutgi, Bijapur, and Gadag, are :—

First.—One from Barsi by Barsi Road Station to Pandurpur, and

Second.—One starting from Poona, passing to the eastward of Satara, Kolhapur and Belgaum, and through Miraj and Gokak to Dharwar or Hubli.

The necessary surveys are understood to have been made for the first named, which might be carried out by the Great Indian Peninsula Railway Company on the standard gauge.

2. The Consulting Engineer for Railways should accordingly arrange for the survey of trial lines—

(*a*) via the Katraj Ghat and Shirwal, and

(*b*) via the Bapdeo or Deweh Ghat and Sassoor,

to Koregaon and Miraj

3. Should it be found that these lines present serious engineering difficulties, such as would render their construction financially improbable, an alternative trial line should be run from the nearest station to Poona on the Great Indian Peninsula Railway, between Poona and Dhond, that gives a favourable junction; via Baramati, Phaltan and Vite, or via Supe and Koregaon to Miraj.

4. The lines should be laid out for the metre gauge, the Government of India having, under instructions from the Secretary of State, ruled that the metre gauge is to be adopted for Railways in the Southern Mahratta Country. This will admit of the use of curves of a minimum radius of 600 feet on the ghauts, the ruling grade on which may be 1 in 40, or even 1 in 35.

5. Mr. E. H. Hallum, Executive Engineer in charge of the Dhond-Manmad Railway, should superintend the surveys, an Assistant Engineer with the necessary establishment being placed at his disposal for the work. He should submit an estimate of the establishment required and the monthly cost.

6. As no provision has been made for the cost of these surveys in the Public Works Budget for 1881-82, Provincial Services, the Financial Department should be asked to make a special grant of Rs. 15,000, if any balances are available; and the Consulting Engineer should hereafter report to what extent the Native States, through which the trial lines pass, should be invited to contribute.

7. The States interested may rest assured that it is the desire and intention of the Bombay Government to construct a Railway to open up the Southern Mahratta Country and to connect it with the Great Indian Peninsula Railway, and that they will do their utmost to secure its construction in due course.

H. F. HANCOCK, Colonel, R.E.,
Joint-Secretary to Government.

PAPERS REGARDING RAILWAYS PROPOSED FOR THE SOUTHERN MAHRATTA COUNTRY.

Memorandum (Forwarded with his letter No. 3810, dated 26th October, 1880).

The expectation appears to be that the proposed Railway from Sholapur via Bijapur to Gadag is not likely to pay under the circumstances, and it seems not improbable that other Railways in the Southern Mahratta Country may be disadvantageous in a financial sense.

2. But still, in order to prevent the evil effects of famines, result-

ing in the deaths of thousands, Railways, or at least one Railway, through the Southern Mahratta Country are essential, for without them, however plentiful the harvests elsewhere, it is very difficult and might become impossible to bring the food home to the people. Rail way construction in this part of the country thus ceases to be dependent on the proof that the outlay will be remunerative, but becomes a necessity for the subsistence of the inhabitants.

3. To explain—in the course of one season's famine, for want of fodder the cattle either die or are so impoverished as to become useless; in the event of a famine continuing through two seasons,—not improbable, for it nearly occurred,—no cattle would be left, and there would be no means of transport available except the Railways, should they be made, and what the people themselves could furnish by carrying loads or dragging carts as in the late famine. The range, however, within which the people can carry their own supplies is limited; for if the distances are great the supply becomes too small to have much effect on a distress prevailing throughout the country. The object should be therefore to bring a Railway within the range from which the people could convey their own supplies. In theory this range should be small, but for reasons of expense it must be widened, and an extreme limit of about 40 miles would not perhaps be too great.

4. A Railway in the Southern Mahratta Country, while serving its purpose of mitigating famine should also, so far as possible, subserve the purposes of commerce. It may not be difficult to lay out a line, or lines, which will meet these objects.

5. Two Railways have been projected—one from Gadag to Karwar or Marmagoa; the other from Gadag to Sholapur, already commenced.

6. The value of the Line from Gadag to Karwar has been recognized, and it will permit supplies brought from beyond sea to be freey thrown into the country. But there are already first-class roads in this direction, bridged throughout, and great facilities for cart traffic in very numerous carts, and abundant and cheap fodder for cattle. These roads run chiefly through a dense jungle where the rainfall is very heavy and grass is never likely to fail. Commercially the Line would be valuable by giving in a much improved form an outlet to the cotton trade and an easy access to ports whence shipments to Europe can be made.

7. The value of the Line from Gadag to Sholapur would be chiefly for the prevention of famines, and cannot be exaggerated, for it will run through the heart of the tract of country most liable to famines, and will bring food within the range of the people. In any case it is thought that the portion of this Line from Sholapur to Bagalkot must be made, but to continue it on to Gadag may be unwise, as it would then compete with the Gadag and Karwar Line. The two Lines combined, from Gadag to Karwar and from Sholapur to Bagalkot, will realise the objects sought.

8. But if there is little hope that these two lines can be made on account of the expense as the undersigned must expect, perhaps one Railway may be financially practicable, and then the Line from Gadag to Sholapur is to be preferred. It will run, as shown on the map,* through the heart of the famine tract, and enable supplies to be thrown in within the range from which they can be conveyed to their desti-

* Herewith enclosed.

nation by means of men carrying loads or dragging carts. This Line would realize all that can be done for the mitigation of famines.

9. In a commercial sense it would be valuable, for the tendency of the cotton trade is to Bombay, its largest mart ; and in spite of the facilities offered by Karwar for direct shipment, most of the cotton still goes to Bombay for transhipment to Europe, or for use in local mills. This may be expected to continue, however much the facilities of Karwar may be increased by a Railway, so great appears to be the attraction of a commerdial city like Bombay to trade and so little the need of a new port on this coast for direct export to Europe. On a question of this sort the advice of the commercial community would be valuable.

10. To meet the commercial requirements of the Southern Mahratta Country then, as well as to mitigate famines, the one Railway from Gadag via Sholapur to Bombay would answer, and in point of economy there is no doubt that it is to be preferred.

11. The objection urged to the proposed Gadag and Sholapur Railway, that it would not prove a financial success, would not have have so much weight if the competitive Line from Gadag to Karwar were not constructed ; for then a considerable portion of the trade of the Southern Mahratta Country would pass over it, the rest easily finding its way to the coast by road.

12. In order to derive the full benefit from the Railway, road feeders are most important and should not be postponed. Neither men nor cattle can drag carts with facility over rough country tracks. Principal road feeders should not be entirely left to Local Funds, to be postponed for years, and made, if at all, of an inferior class, but should be first-class works, bridged throughout, made from large contributions of Provincial Funds.

13. Perhaps if too much is aimed at nothing will be done, and in projecting many Railways, the usefulness of high roads, such as those from the cotton districts to the coast, is too little considered at the present time. High roads appear to possess the merit of being financially possible, and to meet the requirements, considered as a whole, of an agricultural and comparatively poor country. Although not so good as the Railway they are much better than the country tracks which only are at present available in the eastern districts of the Soulthern Mahratta Country. The scheme then which provides one Railway from Sholapur to Gadag, with many branch roads, is probably within our means and suitable to the financial and other requirements of the country.

I. M. GREIG, Colonel, R.E.,
Acting Superintending Engineer, Central Division.

No. 4828 OF 1880.

POONA, 21*st October*, 1880

From Major W. M. DUCAT, R.E., Executive Engineer, P. & K., to the SUPERINTENDING ENGINEER, Central Division.

SIR,—In returning the accompaniments to your Memorandum No. 3483, of 1880, dated 24th September, I have the honour to report as follows on what appears to me to be the best route to adopt for a

Railway to connect the Southern Mahratta Country with the G. I. P. Railway and Bombay.

2. In writing on this Line of Railway, I am under the disadvantage of not knowing fully the objects desired to be gained by the construction of this Railway, but as happily all chance of the necessity of providing famine labour is now past, I conclude the objects are either political, to connect the Southern Mahratta Country with the Military Centre of Poona and the Railway system of the country; or purely commercial, intended simply to develop the resources of the country to the utmost and to be of use in throwing food into the heart of the district, should another famine, such as lately devastated this territory, again occur.

3. Assuming then that the above objects are aimed at, I cannot think that they will be best gained by going so far down the G. I. P. Railway, as Hutgi or even Barsi Road.

4. I would recommend for a Line for political purposes branching off from Poona, taking the Line via Hurrupsar, some pass near the Dewa Ghat to Jejuri, and so on following nearly the line of the old Poona and Satara Road till the valley of the Krishna River is reached. The Line should then follow the left bank of the river to Sangli and Miraj when it might be carried over the Krishna on the road bridge already built, and a branch of about 25 miles along easy country being thrown out to the town of Kolhapur, the main Line might run through Sirole, near Inchalkaranji and Kurundvad south-easternwards towards Jamkhandi and Mudhol near Kaladgi, and then southward to Gadag or Dharwar, Belgaum being, if necessary, connected by a branch.

5. By such a Line as the above we obtain the most direct communication with all the large military and political centres of the Southern Mahratta Country and so far as any long through Line can be expected to be remunerative, this promises better results than any other that occurs to me. There are no insuperably heavy works on the Line, the ghat ranges are easier crossed than they could be further west, and once in the Krishna valley, no heavy obstacles of that nature will be met with. Any Line running parallel with the western ghat range must cross the entire water-shed of the country, but by keeping on the left bank on the Krishna, which is also the wealthiest at this part, and utilizing the existing Krishna Bridge, the heavy cost of bridging is minimized, as we avoid the heavy drainage from the ghat range and deal only with the lighter rain-fall on the minor inner range of hills, and beyond the Krishna valley that ghat work would not be heavy, neither would the detail drainage be excessive, but several large rivers will have to be bridged; but this will, under any circumstances, be the same on any North and South Line of Railway to Gadag or Dharwar.

6. So much for the construction of this Line; now as regards its probable return. Assuming, as I think we may do, that the bulk of the traffic from the Southern Mahratta Country, both goods and passengers, will tend to Poona and Bombay, the saving in distance between this line and any Branch from Hutgi or Barsi Road or even Dhond, will be so great that it seems unnecessary to do more than simply draw attention to the fact. It cannot be supposed that any traffic from Satara or even Kolhapur or Miraj would ever find its way to Poona or Bombay via Sholapur, and though the proportionate dis-

tance, which between Miraj and Poona would be nearly as 2 to 1, would decrease as the line works down further south, the actual loss in distance, amounting in any case to about 100 miles would always remain, the working expenses, &c., of which would constitute a drain on the resources of the country for all time. This Line would tap a number of fertile valleys in its progress, and if the products of the rich valleys of the Krishna and its tributaries about Miraj, Kaladgi and Dharwar found their way to market by this route, this Railway, considering its collateral advantages, would be well worth constructing.

7. As a purely commercial Line of Railway, I cannot think that any route, however direct, from the centre of the Southern Mahratta Country to the G. I. P. Railway will ever be able to compete with a Line to the coast. From Sholapur to Gadag a distance in a "bee line" of about 200 miles, no means of transporting goods exist at present except the bullock cart of the country and in the very centre of this immense tract of land we have the valley of the Krishna very rich, highly cultivated, and densely populated. With the one exception of the Western Ghat range the whole lie of the country points to a line east and west as the natural outlet. The trade of the country now follows this Line, and much of it always must and will do so, notwithstanding any inducements that can be offered by a Railway north and south: the salt, coir, rice, &c., and the seaborne trade of the coast and the spices, sugar, &c., of the Ghat ranges will always tend inland in exchange for the cotton, grain, tobacco, &c., of the plains of the great rivers, and the distance to the cheap water carriage of the coast is so comparatively small that the bulk of the trade, which is not of a nature to pay for long Railway carriage, will, I think, always gravitate to the coast.

8. The construction of a Line from the coast inland is attended with many facilities. There are two, if not more, ports on the coast offering every necessary convenience. The port of Meria near the Ratnagiri has been favourably reported on, and the small harbour of Devgad has excellent accommodation at all seasons of the year. A Line of Railway could with very little heavy work be carried from Ratnagiri up the river valley to the foot of the western ghats near the Amba Ghat. If Bogie engines and radiating-axled rolling-stock were used, so that the curves of the ghat might be reduced to a minimum, a Line of Railway could be constructed up the ghat just north of the Amba Ghat Road at very moderate cost, the country being most favourable, and above the Amba Ghat a Line running down the valley of the Warna River would meet with no engineering difficulties, and very light work both in earthwork and drainage. Such a Line would penetrate very soon into a rich paying country, and, with the one exception of the ghat, would throughout be cheap in construction. Following the valley of the Warna to its junction with the Krishna near Sangli, it might be carried past Miraj to the trading centre of Hutni in one branch, and crossing the Krishna Bridge as proposed for the North and South Line, another branch might advantageously be carried by Inchalkaranji (with Branch to Kolhapur) Kurundvad, Mudhol and Kaladgi to the Dharwar plains, all of which is rich paying country that would well support a Railway and be greatly enriched by one.

9. I have not attempted in this rough outline to locate the Line

with any accuracy, as the only part of the country that I know well enough to attempt such detail in, is the Krishna valley and the Native States of Kolhapur for about 100 miles in which I could possibly place the Line with tolerable precision, but the rest of the country reported on I have either merely travelled through or know so imperfectly that I could do little more than guess at the exact line that had better be followed, and such detail would be worse than useless as it might mislead.—I have, &c.,

WALTER M. DUCAT, Major, R.E.,
Executive Engineer, Poona and Kolhapur.

No. 892 OF 1880.

POONA, 27*th October*, 1880.

From Colonel W. C. ANDERSON, Survey and Settlement Commissioner, to the UNDER-SECRETARY to GOVERNMENT, Public Works Department (Railway)—Survey Commissioner's Office.

SIR,—With reference to Government Resolution No. 2336 of the 16th ultimo, I have the honor to make the following report :—

2. In the first place it appears that there are two main Lines to be selected from—

1*st*.—From Dhond or thereabout in the direction of Satara, Kolhapur and Dharwar. This may be called the Western Line.

2*nd*.—From some point about Sholapur either a little east or west of it to the south by Bijapur and Bagalkot to Gadag or in that direction.

3. To commence with, there can be, in my opinion no doubt as to which of these two Lines would be of the most immediate use to the country. The second of the above Lines appears to me to be in every respect that having the first call for construction. The first would doubtless be a useful Line, but it is not of such immediate urgency as the second for the following reason.

4. The first Line runs parallel to the coast and within a moderate distance of it, and therefore traverses country which is fairly well served both for export and import by water carriage at no excessive distance.

5. The second or Eastern Line traverses country on the whole about one hundred miles farther inland than the Western Line, and therefore by that distance farther removed from convenient access to the coast.

6. The first Line may be generally within seven or eight days' distance of the tidal ports near the coast for cart traffic, while the second Line is about double that number of days distant from the water communication of the coast.

7. The first Line on the whole, passes through country in which the rainfall is, as a general rule, fairly certain and crops seldom fail.

8. The second Line passes through or near country where the annual rainfall is much less certain and in some parts failure of crops to a greater or less extent is not uncommon. The second Line would traverse the tract in which the famine pressed most heavily in 1877

both from the failure of crops and the difficulty of importing grain to supply the deficiency.

9. The first Line does indeed pass through a more populous and more fertile country than the second, and considering that point alone, should pay better than the second. But the first Line would, to a certain extent, be in competition with water communication which could not in the slightest degree be the case with the second.

10. Therefore on the principle of meeting the most urgent wants whether for trade in ordinary years or for feeding the country in extraordinary years, there can be in my opinion no doubt that the second or Eastern Line should be first constructed.

11. In the Eastern Line the points requiring to be taken up by the Line are Bijapur or a point a little to the east of it, the Bhima River just below the junction of the Sina and Bagakot. From what point on the G. I. P. Railway the Line should break off may be an open question. But looking on the map at the general south-easterly direction of the G. I. P. Railway, from Barsi Road Station to some thirty miles south-east of Sholapur, and considering that the general direction of the Line to Bijapur and Bagalkot must be pretty nearly due south, it would appear that the junction of the new Line with the G. I. P. Railway should be beyond, that is south-east of Sholapur. The present proposed junction point of Hutgi, or still more the next station Kurrubgaon, would appear to be the most convenient points. In saving of distance there is not much to choose between these two points, possibly not more than three miles in favor of the latter and the country to be passed over between either point and the Bhima is, I apprehend, equally free from natural difficulty. On this Line between the Bhima and the Krishna I do not think there are any natural difficulties excepting rivers. The Dhon is a small river but runs through a valley of very deep black soil, and it is possible that there may be some difficulty in selecting a place for a bridge with a sound foundation and not of excessive depth. At the natural place, in a fairly direct line for crossing the Krishna, somewhere a little below Kolar, the bed of the river is rocky but the width is very considerable. The Ghatprabha would present no very great difficulties, the line of hills running east and west just north of Bagalkot would, I apprehend, be readily passed through at the Yerkal gap.

12. The line to be adopted beyond Bagalkot in the Gadag direction would require very careful examination between Bagalkot and Jalihal, a little to the south of the Malprabha. Ron or its vicinity is the point to make for, this is situated in the Dharwar black plain. From Jalihal to Ron and Gadag there are no natural obstacles of any kind, all is an undulating plain of black cotton soil.

13. But supposing that Gadag is brought into connection with the coast either at Karwar or Goa and also with the G. I. P. Railway by Bellary, the construction of the connection between Bagalkot and Gadag I would hardly consider to be of such primary urgency as the construction of the Line is between the G. I. P. Railway and Bagalkot. It would however be a useful loop Line, and might be proceeded with more at leisure than the construction of the part north of Bagalkot.

14. It will be observed that this Line from the G. I. P. Railway to Gadag via Bagalkot entirely excludes connection with the town of Pandurpur, some connection with which is constantly urged. An examination of the map will show that Pandurpur is not an ex-

pedient point through which to take the Eastern Deccan Line, whether we proceed thence south or south-west we find ourselves passing through Native States or very poor British territory. If we go from Pandurpur to Bijapur the Line must pass for many miles through the Mangalveda Taluka of Sangli and the Jath State, this latter exceedingly poor country and very thinly populated. These States moreover would not be likely to contribute financially to this Line.

15. The Line from Pandurpur to Peelew and thence on the Satara and Miraj proposed by the Commissioner, C. D., would, I think, not be found a practicable or advisable one. From Pandurpur to Peelew the country is indeed level but poor and thinly populated, but at Peelew a ghat of some height has to be ascended, and some 20 miles west again either in the Myni or Khanapur direction, a descent to about the same extent occurs and then anything but an easy country in the Miraj direction.

16. Apart from all difficulties of Line the enormous additional mileage for goods entailed by a Line from Miraj to Pandurpur, thence to Barsi Road, and thence to Bombay, must be considered. From Miraj to Barsi Road is actually a greater distance than from Miraj to the coast, this alone would condemn this Line. Besides if the Line was taken from Pandurpur to Miraj and thence south, we should lose the advantages of the Eastern Line.

17. If a Line from Pandurpur to the Miraj direction was called for, a Line far superior to that by the difficult Peelew country can be found, namely, that by Sangola and Naguj to Miraj, the old native line of traffic; this avoids all ghats, though the country between Naguj and Miraj is somewhat broken and interspersed with small hill ranges, yet it would, I believe, be perfectly feasible to find a practicable Line through it from Naguj without encountering any material natural obstacles. It seems to me, however, that the objections to any Line in this direction are insuperable.

18. Pandurpur is undoubtedly a most desirable point to connect with the G. I. P. Railway. This connection would, I believe, prove at once remunerative from the great pilgrim traffic, and if connected at the junction with the G. I. P. Railway with a farther extension to the north-east, the utility and remunerativeness of this Line would be greatly increased.

19. A Railway Station at Pandurpur would effectually tap the central part of the old Satara State now included in the Sangola, Pandurpur, Malsiras, and Man Talukas, all of which would be brought within some fifty miles at most of Railway communication. These talukas and the country near them are now inconveniently removed from Railway communication and are all tracts most especially liable to failure of crops; all these tracts are poor in produce for export, and it is only by taking advantage of the great pilgrim traffic that a Railway in this direction would pay. The pilgrim traffic in fact would probably enable, all these poor tracts to obtain the much required advantage of being fed by Railway communication in very bad years without being saddled with an entirely unremunerative Line in ordinary years.

20. The point is, which would be the most convenient place for the junction of a Line from Pandurpur with the G. I. P. Railway. Barsi Road Station is generally accepted as the junction. Considering that the road from Barsi Road Station to Barsi has been laid out

with the idea of its being utilized if desired for a Railway, there would appear to be no doubt about Barsi Road Station being the proper place for a junction.

21. Beyond Barsi in the Nizam's territories is a very fertile tract of country which would afford much produce for the rail to carry, and it is possible that an extension of some 20 miles beyond Barsi in a north-easterly direction might be remunerative.

22. The construction then of a north and south extension of the G. I. P. Railway from Barsi to Pandurpur would open up a large tract of country at the cost of construction of only 46 miles of Railway, which would probably be a very inexpensive Line to construct. The Pandurpur station might be on the left bank of the river opposite the town which would save the considerable expense of a bridge at Pandurpur, which would not be absolutely necessary and might be left for after construction if required.

23. The construction then of an extention of the G. I. P. Railway from Barsi to Pandurpur, and the construction of a North and South Line from somewhere near Hutgi or Kuruhgaon south-east of Sholapur to Bagalkot would appear to be the best and most economical mode of meeting the requirements of the Eastern Deccan, involving the least possible waste of mileage, and therefore the smallest expense.

24. Though I believe that the Western Line or that from the vicinity of Dhond to the south by the vicinity of Satara and Kolhapur is not at present of urgent requirement, yet I will point out what Line could, in my opinion, be best adopted. Dhond, as the southern terminus of the Northern Loop Line, would be the most convenient starting point in many respects. But there is a large range of hills of some height running east and west south of the Nira, the only convenient place for surmounting which, to my knowledge, is the old Salpa Ghat on the old road by Nira Bridge from Poona to Satara. There, this range is of very insignificant height within 200 feet I should say and probably within 150 feet.

25. The position of this depression in this range of hills must affect the fixing the starting point or junction with the G. I. P. Railway unless there is to be a considerable sacrifice of mileage; under this view Dhond is not the best point for a junction but Kheirgaon would be.

26. Between Kheirgaon and Nira Bridge there is one obstacle in the ghat between Kheirgaon and Supa, but this is not of a very formidable character, and thence to Nira Bridge though the country is somewhat hilly yet I imagine that there would be no great difficulty in securing a fair line. At Nira Bridge the river has a rocky bottom. Thence to the foot of the Salpa Ghat there is no difficulty whatever.

27. An alternative plan would be to bring the Line from Nira Bridge via Jejuri and thence down the old Bhor Ghat either to the Urulee Station on the G. I. P. Railway or direct into Poona independently of the G. I. P. Railway. This last course would involve a good deal of extra mileage and the Line must run for some twenty miles very near the G. I. P. Railway and almost parallel to it. I only mention this, bringing the Line direct into Poona, as I know it has been by some experienced Railway officials considered to be an advantage to do so and to avoid all connection with the G. I. P. Railway.

28. I have never been down the Bhor Ghat above spoken of; it is the only locality referred to by me in this letter which I do not speak

of from personal knowledge, but it looks low from a distance and was, I know, the old native approach to Poona from the south in the days before roads were made. It is mentioned more than once in Wellington's despatches. Such old native roads usually followed the easiest lines so far as the avoidance of natural obstacles went.

29. To continue from the Salpa Ghat a Line to the immediate vicinity of the town of Satara would, I believe, be feasible, but it would not be easy to run into the town or nearer at best than the well known village of Mahuli on the Krishna about three miles east of Satara, thence the Line would require to keep in the valley of the Krishna possibly on the east or left bank and would attain to Karad without experiencing any material natural obstacle.

30. From Karad the natural Line would be in the left bank of the Krishna by Khundal to Miraj crossing the river at or near Manjri and Erroor Crossing at this point has the great advantage of taking the Krishna below the junction of the tributary rivers, the Panchganga and Dudgunga. Thence the Line would pass about six miles east of the town of Chikodi and proceeding by Ghorgeri or some convenient point in that vicinity by the town of Padshapur would leave the town of Belgaum about twelve miles to the right or to the west, crossing the Belgaum and Kaladgi road near the village of Marihal. Thence by the vicinity of the town of Sampgaon or Sangola an easy line of country has to be passed over to Dharwar.

31. The above is, I believe, a perfectly practicable Line for a Railway. It follows the old line of road called the "Peshwai Marg" or Peshwa's high road from the south of the Dharwar Collectorate to Poona, still for a long time to come, available resources can be better employed farther inland.

32. It would hardly be possible to run any Line through the town of Belgaum; it is so surrounded by hills except on the line of the Kaladgi road. The most that could be done would be to curve the Line to the westward of Marihal as far as possible and thence make a short Branch to Belgaum which would be through perfectly level ground.

33. Though it might be unadvisable to entertain the idea of constructing the above Western Line throughout for a long time to come, it might be advisable at an early date to make a Branch Line from the G. I. P. Railway, as far as old Nira Bridge, breaking off from the G. I. P. Railway at Kheirgaon Station, and if it appeared likely to answer, to gradually carry it on to the vicinity of Satara or Koregaon about 12 miles east of Satara, which place is situated in a populous and fertile country.

34. There is one point I would refer to in connection with these Deccan Lines which I believe are generally contemplated as to be constructed on the metre gauge. From what I hear the metre gauge finds less and less favor the more that is known of it. It is said to be unsuitable for a heavy traffic, and the working expenses are in excessive proportion to the receipts. If a break of gauge is inevitable and the Indian broad gauge is too expensive, would it not be preferable to adopt another gauge less expensive than the Indian gauge and more effective than the metre gauge? Such a gauge exists in the English narrow gauge of feet 4-8½, which is, I believe, found perfectly effective for all heavy traffic in England. One great advantage is connected with the use of this gauge, namely, that rolling-stock can be obtained

from England at very short notice in case of any emergency, which is not the case with rolling-stock of any gauge not in use in England. One of the great difficulties of the famine years was insufficiency of rolling-stock and the great delay in procuring supplies from England suitable for the Indian gauge, stocks of which of course are not kept there. It would of course be better to avoid any break of gauge, but if that is inevitable the gauge adopted should be an effective one, whether the English narrow gauge, which has the advantage above stated, or a four-feet gauge which would be much more effective than the metre gauge. If there is to be a break at all it is quite immaterial what the form of break is as the Deccan system of Railways will be in connection with the G. I. P. Railway only, and quite isolated from any of the metre gauge Railways to the northward.—Yours, &c.,

W. C. ANDERSON,
Survey and Settlement Commissioner.

No. R—13 OF 1881.

PUBLIC WORKS DEPARTMENT (RAILWAY),
KHANDESH DISTRICT CAMP NARGAON, *4th January*, 1881.

From E. P. ROBERTSON, Esq., Commissioner, Central Division, to the SECRETARY to GOVERNMENT, Railway Department.

SIR,—With reference to Government Resolution No. 2336, dated 16th September 1880, I have the honour to submit the reports marginally noted, being the opinions of Messrs. Richey, Stewart and Spry, the Collectors of Poona, Satara, and Sholapur, on the proposed railway extension in the direction of the Southern Mahratta Country.

Proposed Railway extension in the Southern Mahratta Country.

Poona Collector's letter No. 5926, dated 20th October 1880—Satara Collector's letter No. 6818, dated 13th December 1880, and accompaniment—Sholapur Collector's letter No. 4961, dated 16th December 1880, and accompaniments.

2. Mr. Spry, the Collector of Sholapur, has, owing to his having no knowledge of the country through which the proposed lines from Poona and from Dhond to Satara pass, refrained from commenting on those projects, and has confined his observations to the proposed line from Barsi town via Barsi Road Station to Pandurpur, and the proposed extension south.

3. Mr. Spry points out that the traffic at the Barsi Road Station is heavy, but is unable to state how much comes from the north, *i.e.*, the Barsi direction, and how much from the south, or the Pandurpur direction. He also shows that the pilgrim traffic is large, and that last year it was far larger than in any year during the past five years. Mr. Spry attributes this to the very favorable season, as contrasted with the former season of famine and extreme scarcity. This may have had considerable effect in increasing the number of pilgrims, but I must point out another fact, which is of very great importance when considering this pilgrim traffic from a railway point of view. The last year was the first year of the complete opening of the Dhond and

Manmad Railway, and when at Dhond my attention was drawn by the Station Master to the very large pilgrim traffic for Barsi Road Station brought by the Dhond and Manmad Line to Dhond. This alone proves that once were the line opened and extended south, from whence by far the large proportion of pilgrims come, that the pilgrim traffic would simply be enormous. I consider it is desirable that a return of the number of passengers during the past season by the Dhond and Manmad Line for Barsi Road Station should be obtained from the railway authorities.

4. Mr. Spry, as regards any extension to the south, prefers, on account of the nature of the ground to be passed over, to pass on towards Sangola rather than towards the Peliew Ghat. I have been over the country, and consider the line from Pandurpur to the Peliew Ghat a most easy one in an an engineering point of view. The country is nearly perfectly level, and though there are some small rivers and streams, they are none of them of any magnitude to cause difficulty or serious expense. The advantage of passing on by Peliew to Dahiwadi, though it is a break back, is that the line would pass through a good country and through British territory, while the Sangola Taluka is poor, and the rest of the line from Sangola to Miraj will pass through poor foreign territory. From Pandurpur to Peliew the country is a good one, and once Dahiwadi is reached, the line can run right through the Satara Districts to Miraj. Taking coaching and traffic into consideration, the advantages will be very greatly in favor of a line by Peliew to Dahiwadi or rather Pingli, some three miles beyond Dahiwadi. The rich Satara district would thus gain the advantages of the railway, all of which, if the line ran via Sangola, would be lost to it.

5. Both Mr. Stewart, the Collector of Satara, and Mr. Richey, C.S.I., late Collector of Poona, clearly prefer the direct line from Poona to Satara, and are both of them, for good and strong reasons, opposed to the line via Dhond. They both also, if the direct Poona and Satara line is not to be adopted, prefer as an alternative the line via Pandurpur.

6. For my own part I, of course, concur, that if expense is not to be considered, and if the convenience of Purandhar, Mahabaleshvar, Satara and Kolhapur is to be considered, the direct line from Poona to Satara is an excellent one. There is no doubt that the coaching traffic will be very considerable. It is the most satisfactory line in a military point of view. But it must, as is well pointed out by Mr. Stewart, be remembered that it runs along the Ghat range, and will always have the very serious competition of the traffic taken down to the coast by the several good lines of Ghat Road.

7. If, on the other hand, the main consideration is to open up the country, to bring the produce rapidly to Bombay, to construct a line which will be a sure protection against famine over a very large area of the Presidency, and to secure a line with reasonable prospects of an enormous coaching traffic, then the line that should be adopted is that from Barsi Town via Barsi Road Station to near to Pandurpur, and then on into the Man Taluka of Satara by the Peliew Ghat passing Mhaswad, at which place a large annual fair is held either to the north or south of the Mhaswad Tank, and from thence down to Vita, Tasgaon, and Miraj.

8. To attempt to carry on the Manmad and Dhond line over the

miserable country between Dhond and the Satara District will be a grave mistake, and, if carried out, will always be matter for regret. Such a line will never give either coaching or traffic receipts, and after entering the Satara district, it will have all the disadvantages of the direct line from Poona to Satara, of a difficult Ghat country requiring heavy and expensive works, with the further disadvantage pointed out by Mr. Richey, that it will be going over an unproductive railway of 120 miles to Satara, instead of by a direct line of 70 miles.

9. I earnestly trust that, for the sake of the immediate returns, the first line undertaken will be that from Barsi Road Station to Pandurpur, then that from Barsi Road Station to Barsi Town. Together with these the line already commenced and surveyed from Sholapur or rather Hutgi Station to Bijapur, should be carried out. To think of connecting the Kaladgi District with a branch from Pandurpur, in place of the line already commenced from Hutgi, is to throw over and neglect the rich grain-producing districts between Hutgi and Kaladgi for a branch line passing through a very miserable section of country, most of which is in foreign territory.—I have, &c.,

E. P. ROBERTSON, Commissioner, C. D.

APPENDIX J.

THE PROPOSED MARMAGOA RAILWAY.

No. 52 OF 1881.

BOMBAY CHAMBER OF COMMERCE, 16*th February*, 1881.

To the CHIEF SECRETARY to GOVERNMENT, Bombay.

SIR,—I am desired by the Committee of the Chamber of Commerce respectfully to bring to the notice of His Excellency the Governor in Council that it is reported that the Government of India intend to guarantee, or to subsidize, or to assist, in some way or another, the proposed Marmagoa Railway. As the Chamber of Commerce is deeply interested in the matter, the Committee would be glad if His Excellency would kindly favour the Chamber by inquiring of the Government of India if there is any truth in the report, and, if so, in what way, and to what extent the proposed assistance is to be given.—I have, &c.,

J. GORDON, Secretary.

No. 451 OF 1881.

PUBLIC WORKS DEPARTMENT (RAILWAY),
BOMBAY CASTLE, 19*th February*, 1881.

From the ACTING UNDER-SECRETARY to GOVERNMENT to the SECRETARY CHAMBER of COMMERCE.

SIR,—I am directed to inform you that a copy of your letter of the 16th instant, enquiring whether it is the intention of Government to assist towards carrying out the projected Railway from Marmagoa to the Southern Mahratta Country, has been forwarded to the Government of India.—I have, &c.,

H. F. HANCOCK, Colonel R.E.,
Under-Secretary to Government.

No. 528 OF 1881.

PUBLIC WORKS DEPARTMENT (RAILWAY),
BOMBAY CASTLE, 26*th February*, 1881.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 451, dated 19th instant, I am directed to inform you that the Government of India have intimated by telegraph that they will communicate at an early date, for the information of the Chamber of Commerce, the orders of the Secretary of State on the Marmagoa Bay project.—I have, &c.,

G. W. OLDHAM, Major, R.E.,
For Under-Secretary to Government.

No. 955 OF 1881.

PUBLIC WORKS DEPARTMENT (RAILWAY),
BOMBAY CASTLE, *8th April*, 1881.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to my letter No. 6, dated 5th February, I am directed to inform you that H. M.'s Principal Secretary of State for India has informed the Government of Bombay in a Despatch, dated 10th March, that arrangements have been made with the Portuguese Government under which they undertake to form a harbour at Marmagoa and to construct a Railway to the British frontier and the British Government engage to continue the line from thence to New Hubli.

The Secretary of State regrets the disappointment which will be occasioned to those who are interested in Karwar and who were desirous of seeing Railway communication established between that Port and the Southern Mahratta Country, but he trusts the advantages to the country from the Marmagoa Railway will not be less than would have been obtained by the Karwar route.—I have, &c.,

H. F. HANCOCK, Colonel, R.E.,
Joint-Secretary to Government.

No 980 OF 1881.

PUBLIC WORKS DEPARTMENT (RAILWAY),
BOMBAY CASTLE, *12th April*, 1881.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 955, dated 8th inst., I am directed to forward the accompanying copy of a letter No. 255 R.C., dated 7th April, from the Government of India explaining in detail the arrangements made by Her Majesty's Government in respect to the construction of the Marmagoa-Hubli Railway.—I have, &c.,

H. F. HANCOCK, Colonel, R.E.,
Joint-Secretary to Government.

No. 255 R. C.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY CONSTRUCTION.

SIMLA, *7th April*, 1881.

To the SECRETARY to the GOVERNMENT of BOMBAY, Public Works Department.

SIR,—I am directed to acknowledge the receipt of your letter No. 440, dated 17th February 1881, forwarding an enquiry from the Bombay Chamber of Commerce regarding the proposed Marmagoa-Hubli Railway. The Chamber of Commerce refers to a report that the Government of India intends assisting in some way or another the

undertaking, and as that body is deeply interested in the matter, it is asked whether there is any truth in the report, and if so, to what extent assistance is to be given.

2. In reply, I am to state that the question of placing the Southern Mahratta Country in direct railway connection with the Western Coast has received the most careful consideration of the Government of India in communication with Her Majesty's Secretary of State; and it is fully recognised that such a connection either at the port of Karwar or at Marmagoa is an object of the very highest importance to the development of the natural wealth of these provinces, and to their security in seasons of famine; but it is by no means clear that the general superiority of one port over the other has been established.

3. The selection between the two routes however has been virtually settled by the treaty concluded with the Portugal Government on the 26th December 1878, and ratified on the 6th August 1879. In that treaty the project for a Railway between the British Provinces above the Ghauts and Marmagoa in the territory of Goa occupies a prominent place, and Her Majesty's Government is therefore bound to afford all reasonable assistance to this project.

Lord Hartington having considered the case in Council, has communicated the decision of Her Majesty's Government in the following words:—

"On a review then of the whole question, having regard neither to our treaty obligations alone, nor to the interest of our provinces alone, but, as I am bound to do, in the light of both together, I have felt myself constrained to decide in favor of the line to Marmagoa, provided the Government of Portugal accept the conditions which will be put before them."

4. Acting therefore under the provisions of the treaty an arrangement has been proposed to, and accepted by, the Portuguese Government for the construction of a metre gauge Railway between Marmagoa and New Hubli, each Government dealing with that part of the line which falls within its own territories.

5. The general conditions of the arrangement are as follows:—

(*a*) That the Secretary of State for India in Council shall be satisfied that capital is forthcoming for the creation of a secure and commodious harbour at Marmagoa, and for the construction of a single line of Railway thence to the Portuguese frontier.

(*b*) That the works at Marmagoa requisite for making a secure harbour there, in general accordance with the scheme of Messrs. Hawkshaw, shall be first carried out.

(*c*) That the line from Marmagoa to the British frontier shall be made on the metre gauge; and that, in its works and stock general conformity to the standard dimensions of the metre gauge State Railways in British India shall be observed.

(*d*) That without the express consent of the Government of India the tariff of Railway charges within Portuguese territory shall not exceed the rates which may, from time to time, be in force on the Great Indian Peninsula Railway nor without the same consent shall the shipping and port charges at Marmagoa exceed those for the time being, in force under the Bombay Port Trust.

(*e*) That the rights of the Government of India stipulated in paras. 4 and 5 clause (*a*) of Article VI. of the Treaty of Lisbon* shall apply to the Railway in Portuguese territory as constructed under the present conditions, and that reasonable rates shall be agreeed upon for the transport, over the Portuguese line, of the Railway material of the line to be constructed in British territory.

*The performance of certain services for the Government of India under conditions similar to those obtaining on Guaranteed Railways in India.

(*f*) The full right be reserved to the Secretay of State for India to carry out the line to Karwar at whatever time he may think it expedient, subject always to the pledge given by Lord Cranbrook, viz., "that in the event of a line to Marmagoa being put in hand, the Government of Indlia would not, in any circumstances that can be foreseen, take any steps towards the construction of a line to Karwar until after the lapse of a reasonable period sufficient to allow of the completion of the Marmagoa line, and its fitness to provide for the requirements of the British districts concerned, being adequately tested."—I have, &c.,

ALEX. FRASER, Major-General, R.E.,
Secretary to the Government of India.

No. 113 OF 1881.

BOMBAY CHAMBER OF COMMERCE, 25*th April*, 1881.

To the SECRETARY to GOVERNMENT, Public Works Department (Railway), Bombay.

SIR,—I am directed to acknowledge the receipt of your letters No. 955 of the 8th, and No. 980 of the 12th, instant in regard to the construction of the Marmagoa-Hubli Railway.

The Committee, in thanking His Excellency the Governor in Council for his courtesy in sending these communications to the Chamber, desire me to say that they trust that the arrangements made with the Portuguese Government for the construction of the Marmagoa-Hubli Railway will not interfere with the surveys of the more important line on the broad gauge from a point on the G. I. P. Railway near Poona or Dhond, via Kolapur, to Belgaum.—I have, &c.,

J. GORDON, Secretary.

APPENDIX K.

THE PORT TRUST, 1880-81.

ADMINISTRATION REPORT, 1880-81.

The year under report has been a very important one in many respects, and particularly as being the first complete year during which the newly-acquired foreshore properties were possessed by the Trust and during which the Prince's Dock was open, thus affording far better means of estimating the future capabilities of the properties than had previously existed.

2. Some of the remaining plots at Sewree have been bought during the year, but two have still to be acquired. Steps are, however, being taken as to this, and it is hoped that the entire foreshore will soon be finally vested in the Trustees.

3. The estimates for the year were framed at a time when little experience had been gained of the effect of the purchase of the foreshore properties, and still less of that of the opening of the Prince's Dock. So it was quite to be expected that there would be considerable differences between the estimated and actual figures. They were as below :—

REVENUE.

	Estimated.	Actual.	Excess.	Deficiency.
	Rs.	Rs.	Rs.	Rs.
Bunder Properties	17,25,000	18,44,297	1,19,297	....
Prince's Dock	7,22,000	4,76,507	....	2,45,493
Harbour Properties	2,18,000	2,37,977	19,977	....
Pilotage	1,32,000	1,77,914	45,914	....
	3,50,000	4,15,891	65,891	....
Rents	3,000	30,130	27,130	....
	28,00,000	27,66,825	2,12,318	2,45,493
Revenue less than as estimated by	....	....	33,175	
			2,45,493	

EXPENDITURE.

	Estimated.	Actual.	Excess.	Deficiency.
	Rs.	Rs.	Rs.	Rs.
Bunder Properties	3,75,000	3,45,801	....	29,199
Prince's Dock	3,94,000	2,93,831	....	1,00,169
Harbour Properties	1,28,000	1,36,773	8,773	....
Pilotage	1,32,000	1,77,914	45,914	....
	2,60,000	3,14,687	54,687	....
Rents	1,31,300	1,35,048	748	....
General Charges	73,000	88,019	15,019	....
Interest	15,24,700	*15,26,556	1,856	....
	27,61,000	27,03,942	72,310	1,29,368
Expenditure less than as estimated by	....	....	57,058	
			1,29,368	

4. It will be seen from this—

(1) That the revenue of the Prince's Dock was less than as estimated by Rs. 2,45,493, but that taking all sources of income together the deficiency was Rs. 33,175 only, all the other sources turning out better than as estimated.

(2) That the expenditure on the Prince's Dock was less than as estimated by Rs. 1,00,169, but that taking all items of expenditure together the saving amounted to Rs. 57,058 only.

(3) That after meeting all demands there was a surplus of Rs. 62,883.

5. As mentioned in last year's report, the time has not even yet come for making any useful comparison between the revenue, as a whole, of this and of previous years, but as regards those portions of the property not recently purchased this may be done.

6. From the Elphinstone Estate a gross revenue (exclusive of Dock dues) amounting to Rs. 11,95,574 was realized, against Rs. 8,41,730 in 1879-80, this increase being due to a better state of trade generally, to uniformity of rates and absence of competition, and to the briskness of the grain and seed trade by sea.

7. In the last report it was stated that it had been determined to take up the Carnac and Nicol sidings lying east of the Frere Road, but this was postponed pending a decision as to where troops should in future be embarked and disembarked.

8. It has been decided that the Indian troopships are not to use the Prince's Dock, but during the year under report many troops were embarked and disembarked there, and the Sassoon Dock has been used for the rest.

9. An offer has been made to Government to arrange, on what would appear to be very suitable terms, for the permanent use of the Sassoon Dock for trooping purposes, and it is hoped that this may be

* Inclusive of Rs. 12,15,346 not paid till 1881-82.

accepted, as the inconvenience caused to trade, and also to the troops themselves, by the use of Carnac Bunder for this purpose was such that it could not again be attempted.

10. This being so, there appears to be no reason why the sidings should on this account be longer retained, and they will probably soon be taken up, as it is believed that a better use could be made of the ground.

11. The Nicol siding is now used to some extent by the B. B. and C. I. Railway Company, but this demand for it will not continue if the proposed new goods terminus for this line south of Carnac Bridge is carried out.

12. The Carnac siding has since the close of the year under report been used for loading salt, but not nearly to such an extent as to make it worth while to maintain the siding.

13. The area of *leased* land on the Elphinstone and Mody Bay Estates has been increased from 62,068 square yards in 1879-80 to 73,869 square yards, and the rent from Rs. 60,067 to Rs. 69,267.

14. A considerable income (Rs. 50,963) has also been derived from the rent charged for storage of coal, the quantity imported in 1880-81 having been very much greater than usual. This has materially helped to raise the receipts for temporary and season ground rents on the Elphinstone Estate from Rs. 69,309 in 1879-80 to Rs. 1,09,797.

15. It was in last year's report shown by a statement of the revenue for the last six years from the ground and buildings on the Elphinstone and Mody Bay Estates, the most extensive of the properties vested in the Trustees, that in the revenue from these sources there had been a steady improvement, heightened during the years 1877-79 by the demand for shed room for grain passing through Bombay to the famine districts. This improvement has been most fully maintained, the revenues in 1880-81 and the excesses over those of 1879-80 being as below :—

—	Ground Rent.	Warehouse Rent.	Shed Rent.	Total.
ELPHINSTONE ESTATE.	Rs.	Rs.	Rs.	Rs.
Revenue in 1880-81	1,77,377	52,512	1,42,207	3,72,126
Being in excess of Revenue in 1879-80 by	40,729	10,356	29,921	81,006
MODY BAY.				
Revenue in 1880-81	47,305	.....	....	47,305
Being in excess of Revenue in 1879-80, viz.	11,560	.....	....	11,560

16. The Custom House Bunder revenue again increased very greatly, being Rs. 1,50,802 against Rs. 99,892 in the previous year, and this notwithstanding the large amount of traffic diverted to the Prince's Dock.

17. The imports of sugar were very heavy (45,026 tons), and this greatly helped to improve the receipts at the Town Custom House.

18. The exports of opium were, as to quantity, rather low, being 34,208 chests against 38,733 in 1879-80, but the revenue was much greater, Rs. 34,208 against Rs. 15,593 in 1879-80, the latter amount

having been the result, till November 1879, of much lower rates, owing to the then existing competition.

19. At Apollo Reclamation the receipts were Rs. 28,219 against Rs. 19,462 in 1879-80, being more than three times what they were in 1878-79 (Rs. 9,380). The rate for season ground rent on the Colaba Cotton Green was raised from 12 annas to 1 rupee per square yard, but an assurance was given that this rate would not be raised for three years, and that if then raised due notice would be given.

20. The Cotton exported during the year was, exclusive of that from certain presses exempted from paying full wharfage,

	Bales.
From the Prince's Dock	1,42,739
Do. Port Trust Bunders	8,38,962
Total....	9,81,701

21. The Sassoon Dock was still, as in the previous year, used solely as a boat basin. The siding was used, as previously, only for troops, and for cotton brought in by the G. I. P. Railway Company.

22. The following table shows the financial results obtained at the principal of the properties recently acquired :—

—	Price.	Receipts.	Establishment and Repairs.	Balance.	Per cent. on Price.
	Rs.	Rs.	Rs.	Rs.	Rs.
Sassoon Dock	20,00,000	93,035	8,405	84,630	4·2
Colaba Co.'s Bunders	18,00,000	46,234	5,369	40,865	2·3
Mazagon Reclamation ..	18,00,000	53,289	8,948	44,341	2·5
Frere Land Co.'s Reclamation	8,00,000	26,094	5,616	20,478	2·6

23. These percentages, with the exception of that of the Sassoon Dock which was greatly raised by the trooping having been done there instead of at Carnac Bunder, are apparently not as favourable as those of last year, but they have not been calculated in exactly the same way, the share of charge for General Traffic Manager and Staff having been included this but not last year. The advantages of these purchases are not, however, in their direct returns, but in the freedom from competition which they secure.

24. The system of issuing warrants for goods has continued to find much favour, and there has sometimes been difficulty in making sufficient space available.

25. In June the Trust suffered a most serious loss by the death of Mr. Ryan, Traffic Manager, and as to procure any one who could carry on all the duties, as he had done, was quite out of the question, it was arranged to separate the work of the Prince's Dock, and to appoint Mr. Baird, who had recently been Dock Superintendent and previously Assistant Traffic Manager, to the charge of the remaining duties, Captain Russell being appointed Dock Superintendent.

26. Mr. Ryan had been Traffic Manager of the Trust ever since it was formed, and for many years before had been connected with the Elphinstone property in a similar capacity, so that his experience was very great, while his devotion to duty was such as to make his services invaluable.

27. About the close of the year under report important changes were made in the Customs arrangements at the different foreshore

bunders, the general effect of which is to concentrate the principal work of the Customs Department more than was practicable before all the bunders came under the control of the Trust, thus enabling considerable savings to be effected in the Customs Department.

28. The arrivals during the year, exclusive of country craft and of coasting and ferry steamers under 200 tons, were—

Steamers	737,	aggregating	894,275	Tons.
Ships	243	do	243,081	,,
	980	aggregating	1,137,356	Tons.

while in 1879-80 the numbers were—

Steamers	613,	aggregating	697,849	Tons.
Ships	234	do.	240,593	,,
	847	aggregating	938,442	Tons.

29. In May and June of the year under report the Dock was fairly well filled, but after that time the number of vessels using it was for many months much less. In December, however, a steady increase began, which continued till the close of the year, the result being that during the twelve months 236 vessels, exclusive of native craft, entered the Dock, giving an average of 19⅔ a month. The aggregate tonnage of these vessels was 287,414.

During the same time 226 vessels, exclusive of native craft, left the Dock, their aggregate tonnage being 272,364.

The deepest of these vessels entering or leaving the Dock drew 25′ 1″. In addition to the above, 356 native craft, aggregating 11,687 tons, entered, and 362, aggregating 11,865 tons, left the Dock.

30. Dock dues were, for the first time, levied from the 1st July, 1880, it having been considered desirable to allow vessels to enter without such payments up to that time. Since then they have been levied regularly, and there appears to be no necessity for any change in this respect.

31. The deepening of the channel of approach to the Dock, which was proceeded with vigorously during the year, and the provision of fifteen additional 30 cwt. hydraulic cranes, making 35 in all of these at the Dock, greatly facilitated operations.

32. The increased use of the Dock was largely due to the great facilities which it affords for the export of grain and seeds, a branch of trade which was so particularly brisk, 88,592 tons of grain and 70,557 tons of seeds having been exported from the Dock alone during 1880-81. The next largest export from the Dock was that of cotton, which amounted, as already mentioned, to 142,739 bales. Of imports the two largest at the Dock were piece-goods, 199,813 packages, and iron, 30,738 tons.

33. Arrangements were made for landing stores for the Commissariat, the Mint, and the G. I. P. Railway Company, and under conditions which tend to bring into the Dock the vessels conveying them.

34. Agreements were entered into for the Hall and Anchor lines to have, from the 1st January 1881, each a permanent berth on the south wharf, and it seems likely that similar arrangements will be made with other regular lines of steamers.

35. Since the close of the year under report it has become evident that the provision of further transit shed accommodation can be no longer delayed, it having been necessary to refuse several steamers in

consequence of want of sheds, and that in order to allow of the erection of the necessary shed at the east end of the north wharf, and for other reasons, the temporary workshops of the Trust, which are now on part of the site required, must be removed.

36. Arrangements are being made with a view to carrying out these most desirable objects, and also to providing eight additional 30 cwt. hydraulic cranes for the wharves, making a total of 43—measures which must make the Dock far more useful even than it has been lately.

37. During the year under report the labour at the Dock has been supplied by contract. The arrangement has not worked altogether satisfactorily, but it is hoped that there will in future be less ground for complaint.

38. Under the Merchant Shipping Act VII. of 1880, and an order of Her Majesty in Council, all native crafts on this coast are required to exhibit the usual regulation lights, but from want of knowledge on the part of those in charge of the native vessels, as to the manner in which to use the lights and as to the steps to be taken on seeing them exhibited by other vessels under weigh, much confusion has been caused and many accidents have resulted.

It appears to be very necessary that Government should take decided steps to ensure the acquisition of the necessary knowledge by the tindals of such craft. Possibly the pamphlet referred to by the Port Officer at page 54, will be of some use in this direction.

39. The tug *Dromedary* having been reported unfit for further work outside the harbour in the south-west monsoon, a new steam tug has been ordered from England, but as the vessel cannot be here until after the monsoon the Port Officer has been authorized, should necessity arise, to take such steps as he may deem necessary to at once obtain the services of a suitable vessel.

40. Very complete arrangements have, during 1880-81, been made with a view to extinguishing fire at the Prince's Dock, and plans showing the positions of water pipes, hydrants, &c., have been supplied to the different insurance companies.

41. Arrangements have also been made for the organization of a Fire Brigade, and for its members to be provided with quarters close to the Dock, so as to be always at once available for duty should a fire break out.

42. Moreover, all kerosine oil and combustible goods are in future to be stored at Mazagon, away from the Dock and the more crowded portion of Bombay.

43. It is hoped that these arrangements and the nature of the warehouses at the Prince's Dock (which have been constructed in accordance with the opinions of the highest recent authorities as to the best means of protecting the contents of such buildings from fire) will lead to a considerable reduction in the rates of insurance on goods stored there.

44. The chief engineering works carried out, wholly or in part, during the year were:—

The completion of the third block of the Ryan Market, covering two acres; cost Rs. 1,81,084.

The warehouse, estimated cost Rs. 43,219, near the Prince's Dock, to

be leased to Messrs. Ralli Brothers, was begun, and is now, except the roof, nearly completed.

The new upper-storeyed bonded warehouse at the Prince's Dock, estimated cost Rs. 1,38,133, was well advanced. The improvements, new steps, &c., at Apollo Bunder, estimated cost Rs. 23,198, were almost completed. A beacon on Tucker's Patch, cost Rs. 11,052, was begun and completed. A beacon tower on Ashewra Hill, cost Rs. 8,184, was begun and completed. With the foundations of the Sunk Rock lighthouse considerable progress was made, and the masonry of the structure will probably be completed in less than a year more. The completion of this lighthouse will allow the Inner Light Vessel to be dispensed with.

45. Very heavy dredging work was carried on in the north channel leading to the Dock, and this, with the assistance of divers removing such small pieces of rock as remained, has since the close of the year resulted in the full depth, 57′ on Town Hall datum, being reported. This gives depths of water in the channel as below, but the sill of the Dock is one foot higher, being 58′ on Town Hall datum, and some allowance has to be made to guard against vessels striking :—at high water ordinary spring tides 29′ 3″, high water ordinary neap tides 26′ 3″.

46. It was hoped that the arrangements which had been made for the long-talked-of prolongation of the Frere Road to Mazagon, to be carried out by the Municipality and the G. I. P. Railway Company, would have resulted in this very desirable work being completed before the end of the year under report, but it is not even yet available for use.

47. Steps have been taken by Government to remove the impediments to the navigation of the approaches to Bombay harbour caused by fishing stakes, a most desirable measure.

48. The arrangements for showing from the Kennery Island light a red ray to cover the dangers lying seaward of Alibagh and Choul, as also the Choul Kadu rocks, were made during the year, and the red ray was shown for the first time on the 1st April 1881.

49. There was a most happy freedom from serious accidents during the year, there having been none of such importance as to require notice in this report.

50. Government in January last asked the Trustees whether they would be willing to take over the Hydraulic Lift at Hog Island and utilize it for local purposes, it having been decided that it would no longer be necessary to retain it as an imperial establishment, and it was intimated that should the Lift be thus transferred no charge would be made against the Trust.

51. The Trustees were, of course, most anxious to do anything in their power towards the proper utilization of so fine a work, and one which if more conveniently situated would be so useful, but after careful consideration they came to the conclusion that the cost of immediate repairs and of maintenance would be so great, compard with the returns to be expected, that they would not be justified in accepting the offer of Government.

52. In last year's report it was mentioned that Government had sanctioned seventeen lakhs being borrowed on debentures, and that ten lakhs of this, bearing 4½ per cent. interest and having seven years to run, were placed in January 1880—

At 99¼	Rs.	10,000
,, 99⅛	,,	5,000
,, 99	,,	9,85,000
	Rs.	10,00,000

Government have since the close of the year under report sanctioned the remaining seven lakhs being issued on debentures; and these, to run for seven years as before, but at 4 per cent. only, have been placed at 100¼, being a very considerable improvement upon the previous loan.

These debentures were issued with interest coupons attached, the Port Trust Act having been amended to allow of this, and the convenience thus afforded, no doubt, helped to raise the rate of the last loan.

53. On the 23rd September Colonel Ponsonby Cox, R.E., Chairman of the Trust, died after a very short illness. He had only occupied the position of Chairman since the 1st April, or for less than six months, and his appointment, as the first full-time Chairman, was much criticized, but all adverse criticism was vary soon disarmed, and it became apparent to all that his appointment was a most judicious one, so that it was with profound regret that the Trustees heard of his death, and they passed a resolution to this effect, adding that "his administrative ability displayed in the responsible, and at this time especially difficult, position of Chairman of the Trust had gained their highest respect, while his genial and courteous manner had won their warmest regard," and that they desired to put on record their sense of the very great loss they had sustained by his sudden death, a loss which Government also deplored.

54. Major Merewether, R.E., was appointed to succeed Colonel Cox, and he took charge of his duties on the 25th October.

55. In addition to the two severe losses above mentioned among those who were still working for the Port Trust, there died, suddenly at the Pass of Thermopylæ, on the first day of the official year under report, General John Archibald Ballard, C.B., R.E., who had, as the first Chairman from 1873 to 1876, done right good service for the Trust.

In other respects also Bombay had much reason to be grateful to him, and it was therefore with extreme regret that news was received here of his death, at less than fifty years of age.

56. The experience of the year under report is of course very valuable, being the first during the whole of which both the Prince's Dock and the newly acquired foreshore properties have been worked, and establishments have probably attained something like their final proportions, but further changes will do doubt be necessary, and it will yet be some time before the system of working and the strength

of establishments, particularly at the Dock, can be considered permanent.

57. A statement of the accounts and the reports of the Heads of Departments accompany.

G. MEREWETHER, Major, R.E., Chairman.

28th July, 1881.

SUMMARY.

—	Estimates.	Actuals.
	Rs. a. p.	Rs. a. p.
Revenue from Bunder Properties	17,25,000 0 0	18,44,296 14 8
Do. from Prince's Dock	6,81,000 0 0	4,60,669 8 1
Do. from Prince's Dock Warehouses ..	38,000 0 0	15,837 8 0
Do. from Rents, &c.	3,000 0 0	30,130 6 5
Do. from Port Fund	2,18,000 0 0	2,37,976 8 7
Total Rs...	26,68,000 0 0	25,88,910 13 9
Expenditure on Bunder Properties	3,75,000 0 0	3,45,800 10 9
Do. on Prince's Dock	3,91,000 0 0	2,93,831 2 5
Do. on Rents	1,31,300 0 0	1,35,018 6 2
Do. on General Charges ..	73,100 0 0	88,018 11 11
Do. on Interest to Bondholders ..	3,45,000 0 0	3,11,210 3 1
Do. on Interest to Government (paid *after* 31st March 1881) ..	11,79,700 0 0	12,15,346 0 0
Do. on Port Fund.	1,28,000 0 0	1,36,773 1 8
Total Rs...	26,29,000 0 0	25,26,028 4 0
Estimated Excess of Receipts over Expenditure..	39,000 0 0	Surplus. 62,882 9 9

APPENDIX L.

CIRCLES OF ISSUE OF PAPER CURRENCY.

No. 859 OF 1881.

FINANCIAL DEPARTMENT,

BOMBAY CASTLE, *7th March*, 1881.

From J. NUGENT, Esq., Acting Secretary to the Government of Bombay, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward the accompanying copy of the Government of India's Resolution No. 715, dated 21st ultimo (with enclosures), proposing to abolish the Paper Currency Circles of Coconada in the Madras Presidency, and of Nagpore and Akola in the Bombay Presidency, and to include the Central Provinces and Berar within the Currency Circle of Bombay, and to request that you will be so good as to favour this Government with the early opinion of the Chamber of Commerce, Bombay, on the subject.—I have, &c.,

H. A. ACWORTH,
For Acting Secretary to Government.

No. 715.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

FORT WILLIAM, *21st February*, 1881.

Read the undermentioned correspondence regarding the working of the Coconada Circle of Issue of Paper Currency :—

To the Head Commissioner of Paper Currency, No. 1802, dated 18th July 1879.

From the Head Commissioner of Paper Currency, No. 525, dated 26th August 1879.

RESOLUTION.—It appears from the correspondence read in the preamble that the circulation of Currency Notes issued by the sub-circles of Coconada in the Madras Presidency and of Nagpore and Akola in the Bombay Presidency is purely nominal, almost the whole amount being held by the Presidency Banks or their local Branches, and that the public convenience does not require the maintenance of these sub-circles. The public will be as well served by the Notes of the respective Presidency circles, as far as the use of Currency Notes as a medium of circulation is concerned. The sub-circles apparently serve no public purpose whatever, beyond enabling the Banks to remit funds from the interior to the Presidency Towns at the cost of the State. On the other hand, they practically tend to limit the general converti-

bility and circulation of Currency Notes by the locking up of large amounts of silver at these centres as well as at the Presidency offices.

2. Looking to these circumstances, the Governor General in Council considers it expedient to abolish these sub-circles and to include the Central Provinces and Berar within the currency circle of Bombay.

3. It will generally be possible to afford facilities for the encashment of Notes for the public at the treasuries of these places so far as may be requisite to encourage *bona fide* circulation.

4. Before making this change, however, the Governor General in Council desires to learn the opinions entertained as to this matter by the Local Governments and by the representatives of the commercial interests concerned. The Governments of Madras and Bombay and the Chief Commissioner, Central Provinces, are therefore requested to furnish early reports on the subject after such consultation as may be necessary.

ORDERED, that copies of this Resolution and of the correspondence read in the preamble be forwarded to the Governments of Madras and Bombay and to the Chief Commissioner, Central Provinces.

STEPHEN JACOB,
Assistant Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

ENCLOSURE OF RESOLUTION No. 715 OF 1881.

No. 1802, *dated* 18*th July* 1879.

From R. B. CHAPMAN, Esq., C.S.I., Secretary to the Government of India, Department of Finance, to the HEAD COMMISSIONER of PAPER CURRENCY.

I am directed to request that you will submit a brief special report upon the working of the Coconada Circle of Issue.

The Governor General in Council observes that, for many months past, the coin reserve accumulated at Coconada has far exceeded the Notes of the Circle in circulation, and that the amount of outstanding Notes is never large, and often, as now for some months past, insignificant.

I am to enquire—

(1) the cost of keeping up the Circle, including the expense for bringing away the coin which accumulates there;
(2) what practical use is made of it by the local commercial community; and
(3) whether, in your opinion, there is any object in maintaining the Circle.

If you incline to the opinion that the Circle should be closed, the Government of India will consult the Local Government and the Bank of Madras. Your report therefore should, in the first instance, be confidential.

No. 525, *dated 26th August*, 1879.

From J. WESTLAND, Esq., Head Commissioner of the Department of Issue, to the SECRETARY to the GOVERNMENT of INDIA, Department of Finance.

I have the honour to acknowledge the receipt of your confidential letter No. 1802, dated 18th July 1879, regarding the maintenance of the Coconada Sub-Circle.

2. First of all I submit the Commissioner's report upon the subject.

3. My own opinion in the matter is based more upon a knowledge of what occurs at the similar circles of Nagpur and Akola, where the same features are observable as at Coconada. In these three sub-circles there is a great irregularity in what is termed the circulation. In the first case the Bank of Bengal, and in the second case the Bank of Bombay, are the chief customers, holding during the stock season a large part of the total circulation of sub-circle notes, and pouring them in during the busy season, either at the sub-circles or at the head circle as most convenient; thus compelling the Currency Department not only to bear the cost of their remittances, in one direction at least, but also to hold a double reserve against the notes which are out, as they may be presented at any moment either at the sub-circle or at the head circle.

4. In the third case, that of Coconada, the Bank of Madras reaps the same advantage, and I may quote the following extract from the Commissioner's (Mr. Probyn's) report for 1877-78 :—

"For instance, I believe generally, when the Coconada circulation is high, that three-fourths of the total amount is held by the Bank of Madras in Madras as part of its cash balance, the object being, while having funds available at Madras, should they be required, to enable it to transfer them back to Coconada without cost. If the notes were not available for this purpose, the Coconada circulation would be enormously reduced, and the Madras proper circulation would *pro tanto* be increased. Similar remarks apply, though to a smaller extent, to the Calicut Sub-Circle. This cause leads to the very great variations which will be noticed in the circulation of the sub-circles."

5. An examination of the nature of the circulation represented in the statement attached to Mr. Tupp's letter confirms this result. The variation in notes under a Rs. 1,000 is very small, and the circulation throughout the 28 months included in the statement may be said to have been 6½ lakhs in notes under a Rs. 1,000, *plus* an amount varying from 3 to 32 lakhs in notes of Rs. 1,000 and Rs. 10,000. Of this latter amount it is probable that a great part are never once in the course of their lives used as legal tender, but are simply received for cash at one Currency Office, and presented for encashment at the same or another one.

6. It is not possible to say what the expense of remitting away the surplus from Coconada is, nor is it in my opinion any standard by which to judge. The remittances within India are managed as a whole, and it is not possible even to say how much appertains to currency transactions and how much to treasury transactions. They are made, as far as possible, to fit into each other, and the number, amount, and direction of the remittances depend upon many things

besides the condition of the one or two treasuries affected by it. For example, at the present moment, while the reserves are ample, no particular inconvenience is felt in leaving nearly 50 lakhs of coin at Coconada ; but last year at this time, when the scarcity of money at the treasury, and the necessity of having coin in readiness for the Afghan war, rendered it advisable to accumulate the silver reserve of the Currency in the Punjab (to be set free, as occasion required, by transfers from treasury elsewhere), it would have been necessary to take away from Coconada the whole of the accumulation.

7. The figures given by Mr. Tupp show that, on the average, from 1 to 1½ lakhs of rupees accumulate every month over and above what it is possible to remove by bills, and this apparently is the amount of coin remittance which is thrown upon the Currency Department by the facility which traders have of encashing at Madras notes obtained for coin at Coconada. I dare say Rs. 500 a month would cover the cost of remittances ; but the cost would be greater if the amount of silver reserve were so small that we could not afford to allow a surplus to be for a time unused, but were obliged to follow every movement of Coconada notes by a corresponding movement of coin.

8. It is hardly in the actual cost of remittance that the effect of sub-circles such as Coconada is felt ; it is more in the locking up of a certain amount of silver. As I said above, a large amount of notes—sometimes as much as 30 lakhs—is held ready to be presented for cash either at Coconada or at Madras, according to the convenience of the holder, and this creates a demand upon the Madras reserve over and above the amount of coin received at Coconada by issue of the notes. I think it is a very moderate computation that, if the double liability were to cease to exist, ten lakhs of silver might be invested and the silver reserve still remain as strong, with reference to the circulation, as it is at present. The interest upon this ten lakhs, or Rs. 45,000, is an income which is debarred to us by the present arrangements about Coconada.

9. I do not see anything in the public convenience to justify the maintenance of this position of things. The public will be just as well served if Madras notes take the place of Coconada ones, that is, so far as the use of Currency notes as a medium of circulation is concerned ; of course they will not have the advantage of throwing upon the Currency Department the expense of their remittances.

10. I have confined myself to answering the questions put in your letter, because I perceive that the Government intend making further enquiries ; and I ought to mention that I do not know how far Mr. Waterfield agrees with me in what I have written, except that he informed me that his opinion was against the maintenance of Coconada as a separate circle There are, however, two points on which I would suggest further information as very useful in considering the matter, namely,—

(I) The proportion of issues and receipts made, both at Madras and Coconada, to the Bank of Madras and to other customers, distinguishing the high values.

(II) Whether the cash surplus at the Godavery Treasury is such as to give to local traders a reasonable prospect of being able to a considerable extent to obtain cash for notes.

No. 88 OF 1881.

BOMBAY CHAMBER OF COMMERCE, *24th March*, 1881.

To the SECRETARY to GOVERNMENT, Financial Department, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No 859, of the 7th instant, and to inform you that the Committee of the Chamber of Commerce can offer no objection to the proposal of Government to abolish the Paper Currency Circles of Coconada in the Madras Presidency, and of Nagpore and Akola in the Bombay Presidency, and to include the Central Provinces and Berar within the Currency Circle of Bombay —I have, &c.,

J. GORDON, Secretary.

APPENDIX M.

THE USE OF FRAUDULENT WEIGHTS AND MEASURES BY WHOLESALE GRAIN DEALERS AND OTHERS.

No. 785 OF 1881.

GENERAL DEPARTMENT,
BOMBAY CASTLE, *7th March*, 1881.

From J. NUGENT, Esq., Acting Secretary to the Government of Bombay, to J. GORDON, Esq., Secretary Chamber of Commerce, Bombay.

SIR,—I am directed to forward herewith a copy of Government Resolution No. 784, dated 7th instant, and to state that His Excellency the Governor in Council will feel obliged by your favouring him with the opinion of the Chamber of Commerce on the subject therein referred to.—I have, &c.,

J. NUGENT,
Acting Secretary to Government.

No. 784.

GENERAL DEPARTMENT,
BOMBAY CASTLE, *7th March*, 1881.

Letter from the Secretary to the Bombay Port Trust, No. 338, dated 2nd February 1881—Stating, in answer to Government memorandum* No. 342, dated 28th January last, that he referred that memorandum to the Traffic Manager of the Trust who has personal opportunities of knowing what takes place at the grain and other bazars on Port Trust property, and who reports that "fraudulent weights and measures are not now much in use, if at all, as the Police exercise a surveillance in the matter by seizing and testing all weights and measures used by dealers from time to time. The wholesale transactions in grain are therefore to a great extent honestly conducted now, so far as weights and measures are concerned."

Letter from the Commissioner of Police, Bombay, No. 336, dated 5th February 1881—Reporting that there has been no perceptible de

* Enquiring, with reference to the correspondence ending with Government Resolution No. 1915, dated 24th June 1876, on the subject of preventing the use of fraudulent weights and measures by wholesale grain brokers and others, whether the use of such weights and measures in wholesale transactions continues with impunity, or has been checked by the passing of the Presidency Magistrates' Act No. IV of 1877 or any other recent measures.

crease as regards fraudulent transactions in weights and measures since the passing of the Presidency Magistrates' Act No. IV. of 1877; and adding that it appears to him that to effectually check such offences the legislature should provide some such provisions as are contained in Sections 17 and 18 of Act 48 of 1860, with regard to retail sale.

Letter from the Commissioner of Police, Bombay, No. 433, dated 17th February 1881—Stating, in reply to Government letter No. 511 of the 12th idem, that the Secretary, Bombay Port Trust, is wrongly informed when he states that "the Police exercise a surveillance by seizing and testing from time to time all weights and measures of the wholesale dealers"; and observing that once only in November last, when a charge of cheating was under enquiry, this was done, but the case was abandoned as regards the possession of false weights and measures, because the Solicitor to Government advised him that the prosecution, as the law now stands, must necessarily fail.

Letter from the Remembrancer of Legal Affairs, No. 268, dated 28th February 1881:—

"Replying to Government memorandum No. 666, dated 24th February 1881, I have the honour to report that the law as to the detection and punishment of persons using false weights and measures in the City of Bombay is precisely the same now as it was in 1875, with the exception that offences relating to weights and measures punishable under Chapter XIII. of the Penal Code are cognizable at present by the Presidency Magistrates (*vide* Schedule II. of the Presidency Magistrates' Act) instead of by the High Court alone. No steps have been taken to amend Sections 17 and 18 of Act 48 of 1860, in the manner suggested in paragraph 7 of my No. 461, dated 6th August 1875, in accordance with the recommendation contained in paragraph 5 of the letter No. 2384, dated 28th June 1875, from the Acting Commissioner of Police to my address.

"2. In the mofussil offences under Chapter XIII. of the Penal Code are cognizable by Magistrates of the First or Second Class (*vide* Schedule IV. of the Criminal Procedure Code), and offences under three out of the four sections of that chapter may be tried (under Section 222, Clause 2 of the Code,) summarily by the Magistrate of the District or by any Magistrate invested by Government under Section 223 of the Code with power in this behalf. Section 381 of the Criminal Procedure Code also invests any officer in charge of a police station with power to enter without warrant any shop or premises for the purpose of inspecting or searching for any weights and measures whenever he has reason to believe that there are in such shop or premises false weights or measures.

"3. The power of the Police in the mofussil under the last named section is not restricted to the shops or premises of retail dealers, and the law of the mofussil appears to me to provide sufficiently for the detection and punishment of wholesale as well as retail dealers who keep or use false weights or measures. Whether in practice it is found to be deficient or not I have no means of knowing.

"4. But Section 18 of Act 48 of 1860, when read in connection with the section last preceding it, appears to limit the

powers of the Bombay Police to the inspection and entry upon the shops and premises of retail dealers only; and this is the view which has hitherto been acted upon (*vide* paragraphs 3 and 4 of the letter No. 2384 of the Acting Commissioner of Police above referred to). This is now, I think, the only difference of any importance between the law of the City of Bombay and of the mofussil, and as Act 48 of 1860 is one which it is competent to the Local Legislative Council to deal with, the difficulty which is still felt by the Police of Bombay might be removed by passing a short Act to amend its Sections 17 and 18. The repeal of the words 'dealing in any article by retail' in the first line of Section 17 would, perhaps, suffice; but it is a question whether, now that the Magistrates can take cognizance of offences against Chapter XIII. of the Penal Code, the penalty portion of the section might not be altogether repealed, and whether the latter part of the section had not better be recast somewhat in the form of the corresponding mofussil law to be found in Section 20, Regulation XII. of 1827. I do not know whether the officer spoken of in Sections 17 and 18 of Act 48 of 1860 as 'the Clerk of the Markets' still exists under that designation, or, if he does, whether he is now-a-days the proper officer to keep standard weights and measures, and whether he, as well as the Police, ought to have power under Section 18, when that section is extended to wholesale dealers. These are points on which I would respectfully suggest that the opinions of the Chief Presidency Magistrate, the Commissioner of Police, the Trustees of the Port, the Municipal Commissioner, and the Chamber of Commerce might be invited before any action is taken by Government."

RESOLUTION.—The officers and bodies mentioned in the concluding paragraph of the Legal Remembrancer's letter should be requested to favour Government with their opinions on the subject referred to.

JOHN NUGENT,
Acting Secretary to Government.

No. 96 OF 1881.

BOMBAY CHAMBER OF COMMERCE, 30*th March*, 1881.

To the SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 785 of the 7th instant, enclosing Government Resolution No. 784, and requesting the opinion of the Chamber of Commerce on the subject therein referred to.

The subject having been under the consideration of the Committee of the Chamber, they desire me to say that there can be no doubt as to the desirability of such precautions being taken by Government as may be calculated to insure the use of properly certified weights and measures; and they concur generally in the suggestion made by the Remembrancer of Legal Affairs, in para. 4 of his letter dated 28th February 1881, quoted in the Resolution, that a short Act, amending Sections 17 and 18 of Act 48 of 1860, might be passed by the Local Legislative Council.—I have, &c.,

J. GORDON, Secretary.

No. 1439 OF 1881.

GENERAL DEPARTMENT, BOMBAY CASTLE, *6th May*, 1881.

To J. GORDON, Esq., Secretary Chamber of Commerce, Bombay.

SIR,—With reference to my letter No. 785, dated 7th March last, and your reply thereto of the 30th idem, I am directed to forward herewith, for the information of the Chamber, a copy of Government Resolution No. 1438 of this day's date from which will be seen the action taken by this Government on the subject of preventing the use of fraudulent weights and measures by wholesale grain brokers and others.—I have, &c.,

H. A. ACWORTH,
For Secretary to Government.

No. 1438.

GENERAL DEPARTMENT,
BOMBAY CASTLE, *6th May*, 1881.

Letter from the Commissioner of Police, Bombay, No. 720, dated 18th March 1881.
Letter from the Chief Presidency Magistrate, No. 254, dated 24th March 1881.
Letter from the Secretary, Chamber of Commerce, Bombay, dated 30th March 1881.
Letter from the Secretary, Bombay Port Trust, No. 977, dated 6th April 1881.
Letter from the Municipal Commissioner for the City of Bombay, No. 3988, dated 9th April 1881.

} Submitting, with reference to Government Resolution No. 784, dated 7th March last, their opinions on the subject of preventing the use of fraudulent weights and measures by wholesale grain brokers and others.

RESOLUTION.—These reports should be sent to the Legal Remembrancer who should be requested to prepare a short draft Act to amend Sections 17 and 18 of Act 48 of 1860.

J. B. PEILE, Secretary to Government.

No. 254 OF 1881.

BOMBAY CHAMBER OF COMMERCE, *12th November*, 1881.

To the SECRETARY to the GOVERNMENT of BOMBAY, Judicial Department.

SIR,—On the 6th May last the Secretary of the Chamber had the honour to receive your letter No. 1439 of 1881 of same date forwarding copy of Government Resolution No. 1438, with reference to fraudulent weights and measures used by wholesale grain brokers and others, also dated 6th May last. This Resolution stated that the Legal Remembrancer had been requested to prepare a short draft Act to amend Sections 17 and 18 of Act 48 of 1860.

I have now to request that you will be good enough to inform me

as to what steps have been actually taken to carry out this Resolution. The Committee at the same time desire me to state that the fraudulent use of weights and measures in wholesale grain trade is largely on the increase, and the subject is one which in their opinion calls for prompt action on the part of the Government.—I have, &c.,

D. WATSON, Acting Secretary.

No. 3874 OF 1881.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 18*th November*, 1881.

To the SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—In reply to your letter of the 12th instant, enquiring with reference to Government Resolution No. 1438 of the 6th May last, what steps have been taken by Government to prevent the use of fraudulent weights and measures in wholesale grain trade, I am directed to state, for the information of the Chamber, that the Legal Remembrancer has, as requested in the above Resolution, prepared a short draft Act to amend Sections 17 and 18 of Act 48 of 1860, and that the matter is now under the consideration of Government in the Legislative Department.—I have, &c.,

H. A. ACWORTH,
Acting-Under Secretary to Government.

APPENDIX N.

SAMPLES OF GOLD AND SILVER LACE WORK CARRIED ON IN BARODA.

No. 271 OF 1880.

BOMBAY CHAMBER of COMMERCE, 16*th November*, 1880.

Messrs. SIR CHARLES FORBES & Co.

DEAR SIRS,—Raja Sir T. Madhavaraw, K.C.S.I., Prime Minister of Baroda, has forwarded to the Chamber of Commerce a box containing samples of gold and silver lace work carried on in Baroda; each sample is numbered for identification, and the cost of the production of each piece is given in the invoice attached hereto.

Sir T. Madhavaraw states that this lace work is largely carried on in Baroda and the neighbourhood, and very successfully from a native point of view, but that there is no demand for it in Europe, because the patterns unfortunately do not suit European tastes, and he wishes to ascertain if there are any sorts of lace work which a section of the people might devote themselves to with the prospect of being able to sell in Europe with advantage, and if there are any such sorts he would like to have samples of them with the ordinary market prices marked on each.

The Committee of the Chamber desire me to forward the box containing the samples to you with the request that you will kindly favour the Chamber by transmitting the samples to your friends in London, and asking them to ascertain if any and which are suitable for the markets in Europe, and what prices each of the sorts now sent would fetch. The Chamber would also be glad to be favoured with any suggestions which your friends can offer to meet the wishes of Sir T. Madhavaraw.

All charges incurred in transmitting the samples to Europe, and in making the desired enquiries, will be paid on your sending a note of them in to the Chamber.—I remain, &c.,

J. GORDON, Secretary.

No. 243.

LONDON, 11*th March*, 1881.

SIR CHARLES FORBES & Co., Bombay.

DEAR SIRS,—Referring to your letter No. 1119 of 20th November last, our London brokers have spared no time nor trouble with regard to the box of gold and silver embroidering which they placed in the hands of several dealers in that class of goods who

affirm that it is unsuited for the English market. Naval, military, and court tailors are the principal users of gold lace, but as the designs are mostly made to order, and are continually changing, business is impracticable unless manufactured on the spot, time being also an object.

Our Paris friends say they have studied the matter most carefully, and feel convinced nothing can be done with such work in Europe.

We shall return the samples to you in our next case of patterns to your address, and make no charge for the trouble and expense incurred.—We are, &c.,

FORBES, FORBES & Co.

APPENDIX O.

SAMPLES OF BOMBAY JUTE FIBRE.

No. 287 of 1880.

Bombay Chamber of Commerce, 17*th December*, 1880.

Messrs W. & A. Graham & Co., Bombay.

Gentlemen,—I am directed by the Committee of the Chamber of Commerce to hand you a bundle containing two samples of jute fibre extracted from the Malachra Cupitata grown in the neighbourhood of Bombay, and to ask you if you will kindly forward them to your friends in Liverpool with a request that they will be good enough to favour the Chamber with a report on the quality and commercial value of the fibre.

One of the samples bears the address of Messrs Baxter & Co., Dundee, to whom the Committee would be glad if your friends would forward it for the purpose of obtaining an opinion from them also as to the value of the article.

Please send me a note of all expenses which you may incur here and at home in connection with this matter, and the amount will be remitted to you.—I remain, &c.,

J. GORDON, Secretary.

Bombay, 9*th February*, 1881.

J. Gordon, Esq., Secretary Chamber of Commerce, Bombay.

Dear Sir,—We have just received from our Liverpool friends the following report on fibre samples sent per s.s. "Trentham Hall": —

"We have submitted the above to the inspection of a number of spinners and dealers, and are glad to report the general opinion is very unanimous.

"The fibre appears to be not a pure jute, but slightly allied to aloe fibre or Mauritius hemp. It is very free from waste, such as straw, mud, and roots, and of very good regular colour. The fibre is not pliable as is desirable, but of fair strength. The value to-day of quality similar to this sample bale is about £20 per ton less 2½ per cent."

Our friends further write that Messrs. Baxter Brothers wrote to them saying they had no time to report on the sample sent to them, but have promised a careful opinion as soon as possible.—Yours faithfully,

W. & A. GRAHAM & Co.

BOMBAY, 22*nd February*, 1881.

J. GORDON, Esq., Secretary Bombay Chamber of Commerce.

DEAR SIR,—We beg to enclose further reports on samples of jute fibre received from our Liverpool friends by to-day's mail, which bears out the favourable opinion expressed by the Liverpool brokers last week.

We also beg to enclose memo. of expenses incurred in connection with these samples.—Yours faithfully,

W. & A. GRAHAM & Co.

DUNDEE, 28*th January*, 1881.

Messrs. W. & R. GRAHAM & Co., Liverpool.

GENTLEMEN,—Referring to your letter of 19th inst., we have now examined the sample of Bombay jute, and our report on it is as follows.

Superior quality, fair length and colour, and very strong, no bass nor black speck, nor black moss, crops good, but some green on the roots which are hard. The character of the fibre is rather harder than the finest grades of jute, which prevents it being spun into such fine Nos. of Yarn and affects its value somewhat. We should estimate its value at £18 10s. per ton here Dundee terms (3 per cent. discount for cash).

We have further submitted your sample to a Commission House of high standing here, and enclose a copy of their report; also to a practical spinner whose report is also enclosed.

We have not incurred any expense whatever in this matter. We hope these reports may be of use to you, and we shall at all times be glad if we can be of any service to you.

BAXTER BROTHERS & Co.

Report from a Practical Spinner.

In reply to your enquiry as to my opinion of the sample of Bombay jute examined by me in your office to-day, I may state that I have previously seen samples and parcels of jute from Bombay, but none of them came near your sample in value, being generally coarse in quality, rooty, and poor coloured. Your sample has very good colour, great strength, good length, and with the exception of some "hards" on the root ends is very fairly cleaned, its chief fault is want of spinning quality, the fibre being rather coarse and flinty, which is against its being spun into fine sizes (which would increase its value to the spinner).

As it is, even it is good useful jute, quite fitted for the bulk of the Dundee trade, and I would estimate the spot value at the moment to be fully £17 per ton. With a little more care in cleaning the root ends and the quality of fibre improved by some means in the culture of the plant, the value would be increased 20s. and 30s. per ton.

Report from a Dundee Commission House.

Light colour, with cream tinge, medium length, and the bulk of it has good strength. There are a few hard rumers, and a portion of hard root. There is also a want of flexibility in a large portion of it, but the batcher and softener will greatly improve it in these respects. It should compare with some of our Naraingunge marks favourably. Value at £17 or £18 per ton.

No. 288 OF 1880.

BOMBAY CHAMBER OF COMMERCE, 17*th December*, 1880.

Messrs. OWEN and OKELL.

DEAR SIRS,—I am directed by the Committee of the Chamber of Commerce to hand you a sample of jute fibre extracted from the Malachra Capitata grown in the neighbourhood of Bombay, and to ask you if you will be so good as to forward it to your friends in Calcutta, Messrs. W. H. Harton and Co., with a request that they will kindly favour the Chamber with a report on its quality and commercial value in Calcutta.

Please send me a note of the expenses which you and Messrs. Harton and Co. may incur in this matter, and the amount will be remitted to you.—I have, &c.,

J. GORDON, Secretary.

BOMBAY, 7*th January*, 1881.

JOHN GORDON, Esq., Secretary Bombay Chamber of Commerce.

DEAR SIR,—Referring to your letter of the 17th ultimo, we beg to hand you the following report from Calcutta :—

"It is a very pretty sample of jute, well got up, but still it is jute and not suitable for rope making ; only weaving, being very weak as compared with hemp.

"It might sell in our market at the same price or a little more than the best jute, probably Rs. 5 to Rs. 5-8 per Bengal maund of 82 lbs. It would be more likely to do better in the home market than here."—We remain &c.,

OWEN AND OKELL.

No. 81 OF 1881.

BOMBAY CHAMBER OF COMMERCE, 5*th March*, 1881.

To the CHIEF SECRETARY to GOVERNMENT, Educational Department, Bombay.

SIR,—With reference to your letter No. 1041 of the 26th August 1879, and previous correspondence, I have the honour, by direction of the Committee of the Chamber of Commerce, to forward to you copies of the reports which they have obtained through Messrs W. and A. Graham & Co., and Messrs. Owen and Okell from experts in Liverpool, Dundee, and Calcutta, on the samples of the fibre extracted from the Malachra Capitata.—I have, &c.

J. GORDON, Secretary.

APPENDIX P.

THE TRADE-MARKS REGISTRATION BILL.

BOMBAY CHAMBER OF COMMERCE, 16*h July*, 1881.

To the MEMBERS of the CHAMBER of COMMERCE.

GENTLEMEN,—In September 1877, the Committee of the Chamber submitted to Government the expediency of a measure being introduced into India similar to the English Trade-marks Registration Acts of 1875 and 1876. The Committee considered that the increase in the cotton manufactures of Bombay rendered such a measure desirable, and it would therefore appear that the protection of Indian manufactures was the primary object which the Committee had in view when they suggested the measure.

A draft Bill No. I. to be called "The Indian Trade-marks Act 1879" was accordingly prepared by the Government of India, and forwarded to the Chamber with a request that Government might be favoured with any observations which the Chamber might wish to make on the Bill. A Special Committee was thereupon appointed to consider its provisions. The report of this Special Committee will be found at page 11 of the papers sent herewith. It was, with an amendment regarding the fees for the transfers of trade-marks from the English to the Indian register, adopted by the Chamber at the Special General Meeting held on 9th September 1879, and the substance of it communicated to Government. The attention of members is requested to the first paragraph of this report, in which the Special Committee stated that they had discussed the question whether the Bill should apply to trade-marks of goods wherever manufactured, or be applicable only to goods manufactured in India; and that they had concluded that it was desirable that the Bill should apply to all trade-marks, in the broadest sense of the term.

The Bill was thereafter referred by Government to a Select Committee of the Council of the Governor-General, who withdrew the Bill No. I., of 1879, and brought forward an amended Bill No. II., to be called, "The Indian Trade-marks Act 1880." This amended Bill, together with the report thereon of the Select Committee, dated 28th February 1880, was forwarded to the Chamber with a request that Government might be favoured with its opinion upon it. This Bill was amended so as to give effect to the suggestions of the Select Committee whose report was principally concerned in discussing the important question as to the mode in which trade-marks already registered in England should be dealt with. As in the case of the first Bill, a Special Committee was appointed by the Chamber to consider the amended Bill, and the report thereon of the Select Committee. The report of this Special Committee was adopted by the Chamber at the General Meeting held on 3rd August 1880, and

the substance of it communicated to Government on the 17th idem. In it, the Chamber recommended, as the simplest mode of overcoming the difficulty, that, instead of English trade-marks, being registered here, India should come under the English Act, and Indian trade-marks should be registered at home, applications being forwarded through the Registrar's Office.

The next communication received by the Chamber on the subject was a letter dated 3rd February last, from the Government of India, stating that the members of the Select Committee had considered the opinions received on their report of the 28th February 1880, and sending a statement of the present position of the question as to the best mode of fitting in the Indian system of registration with that established in England. The Select Committee observed with regret that the solution of the question proposed by themselves had failed to commend itself to most of the authorities consulted. They had no wish to press their suggestion, and, if they were to carry out the views expressed in the 14th para. of their report, the only course left would be to restore the Bill to its original shape, and require all English trade-marks to be registered afresh in India. But the registration here of all English trade-marks used or likely to be used in India appeared to the Select Committee so formidable an undertaking that they were reluctant to adopt any course which would necessitate it as long as there was a prospect of finding any simpler solution of the question. Such a solution would be found if Indian manufacturers would be content to register their marks in England: this course was recommended by the Bengal and Bombay Chambers of Commerce, and also by the Liverpool Chamber, and the Select Committee accordingly deemed it worthy of the most careful consideration. In the event of its being adopted, the legislation required in India would be of the simplest description. As all the work of registration, including the settlement of disputes as to the right to register and claims for the rectification of the register, would be performed in England, all the provisions relating to these subjects would be removed from the Bill, and the Act to be passed here would simply provide—

1*st*,—that no proceedings should be instituted here for the protection of a trade-mark unless such mark was registered in England as belonging to the plaintiff, or registration was refused in the particular class of cases referred to by 39 & 40 Vict., cap. 33;

2*ndly*,—that in all Courts in British India, registration in England should be from the first *primâ facie* proof, and after five years conclusive proof, of the right to a trade-mark

This last communication was circulated to the members of the Chamber, but, before replying to it, and finally committing the Chamber to legislation on this subject, your Committee deemed it desirable to take legal opinion on certain points which have been suggested to them by the correspondence and discussions which have taken place. The questions submitted for counsel's opinion, with the replies thereto, will be found herewith. It appears to your Committee that the opinion so expressed is a very

valuable one, and points decisively to the conclusion that legislation is not necessary and might be inconvenient. At present the owner of a recognised trade-mark can obtain protection in the Indian Courts, notwithstanding the fact of its being unregistered under the English Act. His proprietary rights are not vitiated in any way even if he has applied for and been refused registration in England, nor does he lose his recourse against a mark infringing his rights, notwithstanding that the latter may have been registered under the English Act. Moreover, an Indian Court would not attach any importance to the right of exclusive user of a trade-mark granted by the English Act after a lapse of five years from the date of registration in England beyond accepting that fact as evidence of its existence at the date of registration. The owner of a non-registered mark would only have to prove his prior right to win his case.

It thus appears to your Committee that while a special Act for India would provide no more satisfactory protection than already seems to exist, the alternative proposal of coming under the English Act would be attended with many disadvantages. They suggest therefore that the opinion which the Chamber has received should be forwarded to Government with a recommendation that, as the proposed legislation is apparently surrounded with many difficulties and objections which could not at first be foreseen, it may in the mean time be abandoned.—I remain, &c.,

J. GORDON, Secretary.

BOMBAY CHAMBER OF COMMERCE, *4th September*, 1877.

To the CHIEF SECRETARY to GOVERNMENT, Bombay.

SIR,—The Committee of the Chamber of Commerce direct me to submit, for the consideration of His Excellency the Governor in Council, the expediency of a measure being introduced into India similar to the Trade-marks Registration Act, 1875, 38 and 39 Vict., Chap. 91, and the Trade-marks Registration Amendment Act, 1876, 39 and 40 Vict., Chap. 33, both of which were notified by the Government of India on the 7th February, and published for general information in the *Bombay Government Gazette* of the 24th May 1877.

By the English Acts, the Lord Chancellor is authorized to make general rules as to the registry of Trade-marks and other matters connected therewith. The rules which have accordingly been made —and which in India might be made by the Local Governments— are published at pages 456 to 470 of the *Government Gazette* above referred to. The Committee desire the favour of His Excellency's particular attention to the Rules 57, 58, 59, 60, 61 and 62, on pages 469 and 470, for the Registration of Trade-marks for cotton goods. Rule 57 provides that there shall be established an office at Manchester for the exhibitions of all devices, marks, headings, labels, tickets, letters, words or figures, or combinations of letters, words, or figures, in the cotton trade. If a similar statute should be introduced into this country, the Chamber begs respectful to recommend that, whether it be made applicable to all British India or only to the Bombay

Presidency, an office should be established at Bombay, the seat of the Indian cotton manufactures, for the exhibition of cotton marks, and that as, in the English Act, the Directors of the Manchester Chamber of Commerce are appointed to form the Committee of Experts, so, in Bombay, the Committee of Experts might be composed of members of the Chamber of Commerce and of members of the Bombay Mill-owners' Association.

The increase in the cotton manufactures of Bombay renders it very desirable that a Bill establishing a register of Trade-marks, similar to the English Acts, should be introduced into India.

I am therefore directed respectfully to request that His Excellency will be so good as to take the necessary steps to introduce such a Bill into the Legislative Council, or, if it should be deemed advisable to make the law applicable to the whole of British India, to recommend to the Government of India the introduction of such a measure, on an early day, into the Legislative Council of the Governor General.—I have, &c.,

J. GORDON, Secretary.

No. 5753B OF 1877.

JUDICIAL DEPARTMENT,

BOMBAY CASTLE, *15th September*, 1877.

To the SECRETARY to the BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to acknowledge the receipt of your letter dated the 4th instant, regarding the introduction of a Trade-marks Registration Act into India, and in reply to state that if there is to be any legislation on this subject it should, in the opinion of His Excellency in Council, be imperial and not local, and that a copy of your letter under acknowledgment has therefore been forwarded to the Government of India.—I have, &c.,

J. NUGENT,
Under-Secretary to Government.

No. 3461 OF 1879.

JUDICIAL DEPARTMENT,

BOMBAY CASTLE, *16th June*, 1879.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith copy of a letter from the Secretary to the Government of India, Legislative Department, No. 596, dated the 31st May last, and of the Bill to provide for the registration of Trade-marks, together with the Statement of Objects and Reasons which accompanied it, and to request that you will be

so good as to move the Chamber to favour Government with any observations they may wish to make on the Bill.

2. I am at the same time desired to request that the observations of the Chamber may be forwarded to Government before the 1st August next.—I have, &c.,

C. G. W. MACPHERSON,
Acting Under-Secretary to Government.

BILL No. 1

A Bill to provide for the registration of Trade-marks.

Preamble. WHEREAS it is expedient to provide for the registration of trade-marks; It is hereby enacted as follows:—

Short title. 1. This Act may be called "The Indian Trade-marks Act, 1879":

Local extent. It extends to the whole of British India;

Commencement. and it shall come into force at once.

Interpretation Clause. 2. In this Act, unless there be something repugnant in the subject or context,—

"Trade-mark." "trade-mark" means a mark consisting of one or more of the following essential particulars (namely):

(*a*) a name of an individual or firm printed, impressed or woven in some particular and distinctive manner, or

(*b*) a written signature or copy of a written signature of an individual or firm, or

(*c*) a distinctive device, mark, heading, label or ticket:

provided that there may be added to any one or more of the said particulars any letters, words or numerals, or combination of letters, words or numerals:

it includes also any special and distinctive word or words, or combination of numerals or letters, used as a trade-mark before the passing of this Act:

"Registered" and "registration." "registered" and "registration" respectively mean registered and registration under this Act and the rules made hereunder and for the time being in force:

"The Court." "the Court" means the High Court of Judicature at Fort William.

Appointment of a Registrar.

3. An officer (hereinafter called "the Registrar") shall be appointed from time to time, by name or in virtue of his office, by the Governor General in Council, to register trade-marks and the proprietors thereof.

Registration of trade-marks.

4. From and after the first day of January 1880 no person shall be entitled to institute any suit or other proceeding to prevent, or to recover damages for, the infringement of any trade-mark, unless such trade-mark is registered; but nothing in this section shall apply to any device, mark, name, combination of words, or other matter or thing which has been in use as a trade-mark before the passing of this Act, and which the Registrar has refused to register under this Act.

Characteristics of registered trade-marks.

5. A trade-mark must be registered as belonging to particular goods or classes of goods, and when registered shall be assigned and transmitted only in connexion with the good-will of the business concerned in such particular goods or classes of goods, and shall be determinable with such good-will.

Registration of a trade-mark shall be deemed to be equivalent to public use of such mark.

Title of first proprietor of a trade-mark.

6. The registration of a person as first proprietor of a trade-mark shall be *primâ facie* proof, and after the expiration of five years from the date of such registration conclusive proof, of his right to the exclusive use of such trade-mark, subject to the provisions of this Act as to its connexion with the good-will of a business.

Title of proprietor claiming by transmitted proprietorship.

7. Every person registered as proprietor of a trade-mark subsequently to the first person so registered shall, as respects his title to such trade-mark, stand in the same position as if his title were a continuation of the title of the first person so registered.

Rectification of register.

8. If any person who is not for the time being entitled, in accordance with this Act, or otherwise in accordance with law, to the exclusive use of a trade-mark is registered as a proprietor of such trade-mark, or

if the Registrar refuses to register, as proprietor of a trade-mark, the name of any person who is for the time being entitled, in accordance with this Act, or otherwise in accordance with law, to the exclusive use of such trade-mark, or

if any mark is registered as a trade-mark which is not authorized to be so registered,

any person aggrieved by such registration or refusal may apply by motion, or in such other manner as the Court may direct, for an order of the Court that the register may be rectified.

The Court may either refuse such application, or it may, if satisfied

of the justice of the case, make an order for the rectification of the register and award damages to the party aggrieved.

Case of several persons claiming to be registered in respect of same mark.

9. When each of several persons claims to be registered as proprietor of the same trade-mark, the Registrar may refuse to comply with the claims of any of such persons until their rights have been determined by the Court.

The Registrar may himself submit, or require the claimant to submit, their rights to the Court, by stating a case under section 527 of the Code of Civil Procedure, or in such other manner as the Court may direct.

What Court may decide in proceedings under Act.

10. The Court may, in any proceeding under section eight or section nine, dicide—

(*a*) whether a mark is or is not such a trade-mark as is authorized to be registered under this Act ;

(*b*) any question as to the right of any person who is party to such proceeding to have his name entered on the register of trade-marks, or to have the name of some other person removed from such register ; and

(*c*) any other question that it may be necessary or expedient to decide for the rectification of the register.

Notice to be given by order of Court.

Whenever any order has been made rectifying the register, the Court shall by its order direct that due notice of such rectification be given to the Registrar.

Registration not to be granted without leave of Court in certain cases.

11. The Registrar shall not, without the special leave of the Court, to be given on motion or in such other manner as the Court may direct, register in respect of the same goods or classes of goods—

(*a*) a trade-mark identical with one which is already registered with respect to such goods or classes of goods ; or

(*b*) a trade-mark so nearly resembling a trade-mark already registered with respect to such goods or classes of goods as to be calculated to deceive.

Registration when not to be granted.

12. The Registrar shall not register as part of, or in combination with, a trade-mark, any scandalous designs, or any words if the exclusive use of such words would not, by reason of their being calculated to deceive or otherwise, be deemed entitled to protection in a Court.

Governor General in Council may make rules to carry out Act.

13. The Governor-General in Council may from time to time make rules consistent with this Act as to—

(*a*) the manner in which applications for registration of trade-marks shall be made ;

(*b*) the notices to be given by advertisement before the registration of trade-marks ;

(*c*) the classification of goods for the purposes of this Act ;

(*d*) the registration of first and subsequent proprietors of trade-marks

(*e*) the fees to be charged for registration of trade-marks, for the continuance of a trade-mark on the register, and for granting certificates of refusal to register anything as a trade-mark ;

(*f*) the removal from the register of any trade-mark ;

(*g*) the form of notices under this Act, the mode of addressing and serving such notices, and the proof of such service ;

(*h*) the persons entitled to inspect the register ; and

(*i*) generally for the purpose of carrying this Act into effect.

Such rules shall be published in the *Gazette of India*, and shall thereupon have the force of law.

Certificate of Registrar to be evidence.

14. The certificate of the Registrar as to any entry, matter or thing which he is authorized by this Act, or any rules made hereunder, to make or do, shall be evidence of such entry having been made and of the contents thereof, and of such matters and things having been done or left undone.

Saving of marks and devices not capable of being registered under Act.

15. When an application by any person to register as a trade-mark a device, mark, name, word, combination of words, or other matter or thing which has been in use as a trade-mark before the passing of this Act, has been refused, the Registrar shall, at the request of the applicant and on payment by him of the fee prescribed by the rules made under section thirteen, grant him a certificate of such refusal.

A certificate so granted shall be conclusive proof of such refusal.

Saving of existing jurisdiction of Courts.

16. The provisions of this Act conferring a special jurisdiction on the said High Court shall not, except so far as such jurisdiction extends, affect the jurisdiction of any other Court in suits or proceedings relating to trade-marks.

Registrar to rectify register on notice from them.

If the register requires to be rectified in consequence of any proceedings in any such other Court, due notice of such requirement shall be given to the Registrar, and he shall rectify the register accordingly.

STATEMENT OF OBJECTS AND REASONS.

This Bill has been prepared, at the request of the Government of Bombay, to meet the wishes of the Millowners' Association and the Bombay Chamber of Commerce. Both these bodies call the attention of the Local Government to the provisions of the English Trade-marks Registration Acts of 1875 and 1876 (which have been held by the High Court of Bombay not to apply to India), and state that it seems desirable, having regard to the increase of manufactures in this country, and especially of the cotton manufactures of Bombay, that there should be a law of a similar nature in India.

2. The Bill is nothing more than a reproduction, with the changes required to fit them to the different circumstances of this country, of the provisions of the Statutes 38 and 39 Vic., chapter 91 (an Act to establish a register of Trade-marks), and 39 & 40 Vic., chapter 33 (an Act for the amendment of the Trade-marks Registration Act, 1876). It seems desirable (more especially in case of laws dealing with large commercial interests), when the object of one of our Acts is

merely to extend the provisions of an Imperial Statute to this country, to follow closely the lines of such Statute, so as to make the law in this country as nearly as possible identical with that in England.

3. The Bill provides for the appointment of a Registrar and the registration of trade-marks, and enacts that, after a certain fixed date, no suit shall be brought for the infringement of a trade-mark unless such trade-mark is registered in accordance with the provisions of the Bill; it further defines the essential particulars of which a trade-mark must hereafter consist; but it saves from the operation of these provisions the trade-marks which are at present in use and entitled to protection as such. The other provisions of the Bill are subsidiary to these, and the only one of them calling for notice here is that by which the High Court at Fort William is appointed the Court for the purposes of the Act. As it is understood that the registery office will be situate at Calcutta (where alone proprietorship in copy-right and specifications of inventions are registered), that Court is obviously the most convenient one to appoint.

WHITLEY STOKES.

29th March 1879.

EXTRACT from the Proceedings of the Special General Meeting of the Chamber held on the 9th of September 1879, *the Hon.* M. MOWAT, *Chairman of the Chamber, presiding.*

The Chairman said with reference to the Trades' Marks Registration Bill he would move that the report as originally prepared should be adopted with the following alteration:—On page 3, under section 13, the small paragraph should read thus: "Transfers from the British and other registers made within three months of the passing of this Act shall be registered for a merely nominal fee; but if made after such period of three months they shall be liable to the full registration fee."

Mr. Sorabjee seconded the motion.

Mr. Graham moved as an amendment that instead of the words proposed by the Chairman to be inserted the following should take their place:—"Transfers of trades' marks already registered for use on taxtile manufactures under the British Trades' Mark Act, at the time of the passing of this Act, provided they were presented within three months from that date, shall be registered for a reduced fee, but if made after such period they shall be liable for the full registration fee."

Mr. Comber seconded the amendment, which, on being put to the Meeting, was carried.

No. 243 OF 1879.

CHAMBER OF COMMERCE, BOMBAY, 11*th September*, 1879.

To the UNDER-SECRETARY to GOVERNMENT, Judicial Department.

SIR,—I am directed to acknowledge the receipt of your letter, No. 3461, dated the 16th of June last, forwarding copies of a letter from the Government of India, Legislative Department, No. 596, dated the 31st May last, and of the Bill to provide for the registration

of Trade-marks, together with the Statement of Objects and Reasons, which accompanied it, and requesting the Chamber to favour Government with any observations it may wish to make on the Bill.

The Chamber, having referred the Bill to the consideration of a Special Committee,—consisting of the Honourable Mr. Mowat, of the Firm of Messrs. Ritchie, Steuart and Co., Chairman of the Chamber, the Honourable M. Balfour, Secretary and Treasurer of the Bank of Bombay, Mr. J. N. Graham, of the Firm of Messrs. W. and A. Graham and Co., Mr. J. R. Fachiri, of the Firm of Messrs. Ralli Brothers, Mr. W. Maitland, of the Firm of Messrs. Ewart, Latham and Co., Mr. C. T. Meili, of the Firm of Messrs. Volkart Brothers, Mr. J. Littleton Symons, of the Firm of Messrs. Finlay, Muir and Co., Mr. Sorabjee Framjee, of the Firm of Messrs. Framjee, Sands and Co., Mr. H. A. Richardson, of the Firm of Messrs. Wallace and Co., Mr. A. E. Ashley, of the Firm of Messrs. Benn, Ashley and Co., Mr. L. R. W. Forrest, of the Firm of Messrs. Killick, Nixon and Co., and Mr. Tapidass Vurzdass, the Agent of the Alliance Spinning and Weaving Company,—has now the honour to submit the following observations upon it :—

Before proceeding with the consideration of the provisions of the Bill, the Chamber discussed the question whether the Bill should apply to trade-marks of goods wherever manufactured, as was apparently the intention of the Legislative Department of the Government of India in framing the present Bill, or whether the proposed measure should be applicable only to goods manufactured in India. The Chamber concluded that it was desirable that the Bill should apply to all trade-marks, in the broadest sense of the term. There did not appear to the Chamber to be any good reason why British or Foreign manufacturers should be prohibited from registering their trade-marks on the Indian register, if they should desire to do so.

With regard to the provisions of the Bill, the Chamber recommends the following additions, alterations, or amendments :—

Section 2, 8th or last paragraph.—The Chamber recommends that the words "Fort William" be expunged, and the following words substituted :—"The Presidency towns, namely, Calcutta, Madras, and Bombay." The paragraph would then read thus—

> "The Court means the High Courts of Judicature at the Presidency towns, namely, Calcutta, Madras, and Bombay."

If the recommendation made by the Chamber under Section 3 be adopted, that there shall be sub-registrars at Madras and Bombay, it follows as an arrangement the most obviously convenient that the High Courts at Madras and Bombay should also be appointed Courts for the purposes of the Act.

Section 3.—The Chamber recommends that after the words "hereinafter called the Registrar," and within the same parenthesis, the words "who shall have sub-registrars acting under him at Madras and Bombay" be added. The section would then read thus—

> 3. "An Officer (hereinafter called the 'Registrar,' who shall have sub-registrars acting under him at Madras and Bombay) shall be appointed," &c.

Rule 57 of the rules made, under the English Acts, by the Lord

Chancellor, as to the registry of trade-marks, provides that for the purpose of facilitating the granting of trade-marks in respect of cotton goods, there shall be established by the Commissioners of Patents, and subject to their control, an office at Manchester for the exhibition of all trade-marks used in the cotton trade. The Chamber strongly recommends that for the same purpose there shall be established by the Registrar, and subject to his control, offices at Bombay and Madras for the exhibition of all trade-marks used in the cotton trade. It considers it, at least, to be necessary, for the efficient working of the Act, that an office should be established, and a Committee of experts, as hereinafter referred to, appointed at Bombay, which is the seat of the Indian cotton manufactures. The Chamber and the Bombay Millowners' Association, in submitting to Government their application for this Act, both dwelt on the primary importance of these concessions, and it is apparent that if an office is not established at Bombay, and the High Court of Judicature at Bombay not appointed a Court for the purposes of the Act, the manufacturers of this city, to which, indeed, the cotton industry of India is almost exclusively confined, will be deprived of much of the value and assistance which they would otherwise derive from the Act.

Section 8.—The concluding paragraph of this section provides that the Court may either refuse the application referred to, or it may, if satisfied of the justice of the case, make an order for the rectification of the register and award damages to the party aggrieved. It is not, however, stated by whom, in cases where the Registrar is found to be at fault and the Court awards damages, the damages and costs are to be paid, whether by Government or by whom. The omission will doubtless be rectified on its being brought to the notice of Government.

Section 13.—The Chamber recommends that the following rule be included in the rules contemplated by this section: —

> "Transfers of trade-marks already registered for use on textile manufactures under the British Trade-marks Acts at the time of the passing of this Act, provided they are presented within three months from that date, shall be registered for a reduced fee; but if made after such period they shall be liable to the full registration fee."

It also submits the following recommendations with regard to the rules contemplated by this section :—

Section 6 provides for the registration of a person as first proprietor of a trade-mark, but there may be cases where the registration of one device may be applied for by two or more persons simultaneously. It appears to the Chamber to be desirable that provision be made under section 13, as to which of the persons shall, in these circumstances, be entitled to the mark.

Rule 59 of the English rules provides that a committee of persons versed in the usages of the cotton trade shall be appointed by the Commissioners of Patents, consisting of such number of persons as may from time to time be determined by them; and, in pursuance of this authority, the Directors of the Manchester Chamber of Commerce have been appointed by the Commissioners to form the Com-

mittee of experts. The duties of the Committee of experts are described in rules 59 and 60 of the English rules.

The Chamber considers it necessary for the efficient working of this Act that a similar Committee of experts, with similar duties, be appointed in Bombay, and that this Committee be composed of members of the Chamber of Commerce and of the Millowners' Association.

The Chamber recommends that the English rules generally be adopted, and sent for approval to the Chamber of Commerce before adoption ; but that all trade-marks which have been in use in India before the passing of the Act may be registered, provided they are well known trade-marks.

Section 16.—The Chamber recommends that after the words "High Court," in the third line of this section, the words "of Calcutta, Madras, and Bombay" be inserted. The section would then read thus—

> "16. The provisions of this Act, conferring a special jurisdiction on the said High Courts of Calcutta, Madras, and Bombay, shall not, except so far as such jurisdiction," &c.

STATEMENT OF OBJECTS AND REASONS.

The Chamber presumes that paragraph 3 will be altered in accordance with such alterations and amendments as Government may see fit to make in the provisions of the Bill.

With these exceptions, the Chamber approves of the provisions of the Bill.—I have, &c.,

M. MOWAT, *Chairman.*
J. GORDON, *Secretary.*

No. 2216 OF 1880.

JUDICIAL DEPARTMENT,
BOMBAY CASTLE, *31st March*, 1880.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith copy of a letter from the Secretary to the Government of India, Legislative Department, No. 362, dated the 9th instant, and of the Bill (No. II.) to provide for the Registration of Trade-marks, together with the Report of the Select Committee thereon, and to request that you will be so good as to move the Chamber of Commerce to favour Government with their opinion on the provisions of the Bill.

2. I am at the same time desired to request that the opinion of the Chamber may be forwarded to Government by the 1st July next.—I have, &c.

C. G. W. MACPHERSON,
Acting Under-Secretary to Government.

LEGISLATIVE DEPARTMENT.

We, the undersigned Members of the Select Committee to which the Bill to provide for the registration of Trade-marks was referred, have the honour to report that we have considered the Bill and the papers noted in the margin.

From Chief Commissioner, Ajmer and Merwara, No. 557, dated 23rd July, 1879 [Paper No. 1].
From Secretary to Chief Commissioner, Maysore, No. G. 3789—J. 8, dated 4th August, 1879 [Paper No. 2].
From Secretary for Berar, to Resident, Haidarabad, No. 16, dated 16th August, 1879 [Paper No. 3].
From Secretary to Government, Punjab, No. 737 C, dated 25th August, 1879, and enclosures [Papers No. 4].
From Officiating Secretary to Chief Commissioner, Central Provinces, No. 3528—187, dated 25th August, 187? [Paper No. 5].
From Acting Chief Secretary to Government, Madras, No. 2062, dated 18th August, 1879, and enclosures [Papers No. 6].
From Secretary to Chief Commissioner, Assam, No. 1625, dated 2nd September, 1879 [Paper No. 7].
From Secretary to Government, Bengal, No. 3765, dated 9th September, 1879, and enclosures [Papers No. 8].
From Acting Under-Secretary to Government, Bombay, No. 5694, dated 20th September, 1879, and enclosures [Papers No. 9].
From Acting Chief Secretary to Government, Madras, No. 2474, dated 25th September, 1879, and enclosure [Papers No. 10].
From Officiating Secretary to Chief Commissioner, British Burma, No. 2211—381, dated 23rd September, 1879 [Paper No. 11].
From Secretary to Government, North-Western Provinces and Oudh, No. 2707, dated 29th September, 1879, and enclosures [Papers No. 12].
From Acting Under-Secretary to Government, Bombay, No. 6051, dated 8th October, 1879, and enclosure [Papers No. 13].
From Hon'ble J. Pitt Kennedy, dated 16th January, 1880 [Paper No. 14].
Extract, paragraph 1, from despatch from Secretary of State for India in Council, No. 45, dated 21th December, 1879, and enclosure [Paper No. 15].

2. The most important question we have had before us is as to the mode in which trade-marks already registered in England should be dealt with. The Bill as introduced confers no privilege whatever upon such trade-marks. It puts them upon the same footing as any other foreign trade-marks, and requires them to be registered here, in precisely the same manner as if they had never been registered in England. This, it must be admitted, would entail much trouble and a considerable expenditure of time and money, which it would, if possible, be most desirable to avoid. Moreover, the provisions of the Bill being substantially identical with those of the English Statutes, the questions and disputes which would arise with reference to the registration of a trade-mark in England would frequently arise again, in much the same form, with reference to its registration here, and thus much of the work would be done twice over. Several suggestions have been made with a view to avoiding or overcoming this difficulty.

3. The first we would notice (and we understand it to be one of the alternative suggestions put forward by the Calcutta Chamber of Commerce) is to the effect that the measure should be restricted to trade-marks used in connection with Indian products, all other trade-marks, including English trade-marks, being left on the same footing as they now are, that is to say, on the same footing as trade-marks were in England before the legislation of 1875-76.

This suggestion is one which we should be unwilling to adopt. We believe that the result of adopting it would be, not only that we should leave by far the larger proportion of the trade-marks now in use in this country on an unsatisfactory footing, but, further, that we should be compelled to withhold, even from the limited class of trade-

marks to which we should restrict our legislation, the benefit of some of the most important provisions of the proposed measure.

4. If, for example, the Bill were restricted in its operation to trade-marks used in connection with Indian products, we could not, as it seems to us, retain the section which confers on a person registering a trade-mark a presumptive title at once, and a conclusive title after five years; for to do so would be to put it in the power of, say, an Indian manufacturer of piece-goods to place upon the register as his own the trade-mark of some well-known Manchester manufacturer. The Manchester manufacturer could not protect himself against this beforehand by registering the mark in India, for the register would not be open to him, and thus when he discovered what had been done, he would be compelled to go into Court to contest the registration, in the face of a presumption created by the law in favour of his adversary, or, worse still, if the five years passed without his discovering the trick, might lose his right to the trade-mark altogether. And if the Bill were cut down so as to avoid this and other like results, we doubt whether it would be worth while proceeding any further with the proposed legislation.

5. Putting aside then this suggestion, which would exclude English trade-marks altogether from the operation of the Bill, we have next to consider the suggestion that they should, if registered in England, be placed upon the register here as a matter of course and without any previous notice or inquiry.

This we understand to be the second of the two alternative suggestions of the Calcutta Chamber of Commerce, and it is, at all events, the suggestion put forward by the Manchester Chamber in their letter to the Secretary of State, in which they say that they support the Bill with the proviso that "previous registration of a trade-mark [in England] shall be accepted as proof of ownership and right of registration in India also, as in the case of other countries having trade-mark conventions with Great Britain."

6. We do not know on what the Chamber found their statement that the registration of a trade-mark in England is accepted in countries having trade-marks conventions with Great Britain, as proof of ownership and right of registration.

From an examination of the reports relative to trade-marks legislation in foreign countries, presented to Parliament in 1879, it would appear that, though the laws of some European countries require a foreign owner of a trade-mark to register his mark at home before applying for registration in those countries, such previous registration is now here accepted as dispensing with any of the formalities or precautions prescribed by law as preliminaries to registration in other cases. The only privilege that appears to be anywhere accorded to a foreigner, who has registered his mark at home, is in Austria, where it is said that marks, which would not ordinarily be recognized as trade marks, are not refused registration on this account, if the applicant can show that they have been registered as trade-marks in his own country (page 4 of the reports above referred to).

7. But, however this may be, we think it clear that, under a law like the present Bill, which makes registration at first starting presumptive evidence, and after a time conclusive evidence, of title, no

such privilege as we understand the Chamber to ask for can be conceded to foreign registration.

If the registration of a trade-mark in England were to give the registered owner an absolute right to have it registered here, without any previous public notice of his application, it would be no difficult matter for a manufacturer who desired to appropriate a mark which was in use in this country, but had not been registered, to get it registered in England and then have it registered here, thereby acquiring, at once, a presumptive title to it. There being no public notice given of his application, his proceedings would probably pass unobserved, and if he only had the patience to refrain from using the mark for five years, he might acquire an absolute title to it as against the true owner.

8. No doubt the true owner might preclude the possibility of this by himself registering the mark as soon as he designed it, or, in the case of marks in use when this Bill becomes law, as soon as the Bill passes; but to drive him to do this would be in effect to establish a compulsory system of registration; in other words, to establish a system essentially different from that contemplated by the English legislation, on the lines of which we are proceeding.

9. Having thus disposed of the suggestions which have been made to us, it remains for us to state what seems to us to be the only practicable solution of the question.

It appears to us that if we could require that every trade-mark presented for registration in this country should have enfaced on it, or incorporated with it, or superadded to it, some distinctive inscription or device prescribed by the Government, and of such a nature as to strike the eye at the first glance, there would be no reason why we should not frame our Bill so as to give to registration in England precisely the same effects as we give to registration here. The result of insisting on such a distinctive inscription or device would, in fact, be that every trade-mark registered here would be essentially a different mark from any registered in England, and so no question could ever arise between the owner of a mark entered upon the one register and the owner of a mark entered upon the other.

10. We are quite aware that, in the case of certain articles, some degree of ingenuity would be required to ensure that the inscription or device prescribed was really of so distinctive a nature and so striking as to make the mark to which it was added practically a new mark, without, at the same time, obscuring its original features; but we believe that no serious difficulty would be found in any case, while in the vast majority of cases the matter would be simple enough. In the case, *e.g.*, of the ordinary marks on piece-goods, perhaps the most important class of marks with which we should have to deal, we believe that the words "Indian mark," printed diagonally across the mark, would be all that would be required.

11. It has been objected that the working of the system we propose would be liable to be interfered with by persons registering in England trade-marks bearing the distinctive device or inscription prescribed by the Government here. We presume that we have nothing to fear on this score, as we suppose the Registrar in England would have power, or could easily be given power, to refuse to regis-

ter a mark bearing that device or inscription, except on the application of the Indian registered owner ; but if there should be any reason to apprehend that such marks might be registered in England in the name of another person, we could meet the difficulty thence arising by providing that in such a case no effect should be allowed here to the English registration.

12. We have not overlooked the fact that there are trade-marks in use in British India which are the property of Frenchmen, Germans and other foreigners, and are used by them in connection with business carried on by them in their own countries ; but we do not think that what we propose would involve any hardship to the owners of such marks. They would be on precisely the same footing as British subjects ; that is to say, they could always have their marks registered here by adding to them our distinctive inscription or device, or, if they preferred it, they could register the mark in England in its original shape without any such addition.

13. We have amended the Bill so as to give effect to our suggestions, but seeing that none of us here have had any experience of the working of any system of registration of trade-marks, we do not think it would be safe for the Council to take any further action regarding the Bill until it has been submitted in its amended form for consideration, not only to the Chambers of Commerce in this country, but also to the Manchester Chamber of Commerce, the Registrar of Trade-marks in England, and such other individuals or public bodies in England as may be most competent to form an opinion on such a matter.

14. In concluding this portion of our report, it is, perhaps, convenient, that we should state what, in our opinion, should be done in the event of the course we now propose not meeting with the approval of the persons concerned.

We think that in such an event the only course open to the Council would be to require trade-marks registered in England to be registered afresh here after the publication of the usual notice and according to the ordinary procedure, and the only concession which could, in our opinion, be made to the owners of such trade-marks, would be that already referred to as at present made in Austria, viz., that no objection should be taken to their marks on the ground that they were not trade-marks within the meaning of the Act.

We believe that this would be deemed an important concession, especially when it is borne in mind that the matter of determining whether a particular mark is a trade-mark, within the meaning of the Act, or not, is, at least in the case of cotton-marks, one of such labour and difficulty that it has been found necessary to appoint a Committee of experts to deal with it in England. But important as this concession is, we are by no means sure that it would satisfy the majority of the registered owners of trade-marks in England, whose main object seems to be to get rid of the trouble and expense involved in the issue of notices and the hearing of objections, and it is for this reason we advocate the alternative course suggested above.

15. The only change of substantial importance which we have made in the Bill, in addition to those involved in the recognition of English registration, consists in the insertion of a section (3) requiring

a Deputy Registrar to be appointed at Bombay, and giving power to appoint one at any other place in British India.

This provision has been inserted with a view to meeting, as far as possible, the wishes of the Bombay Chamber of Commerce. We regret to say that we find it impossible to give effect to that Chamber's recommendation that the High Courts at Bombay and Madras, as well as the High Court at Calcutta, should be appointed as Courts to control the registration of trade-marks. As, in order to secure the objects of a law like this, there must be but one register upon which all marks registered in British India shall be brought, so likewise there must be but one judicial authority to control the making and maintenance of that register. It would, we think, be most inconvenient to have three High Courts all independent of one another, and with no common superior nearer than the Queen in Council, empowered to direct the Registrar to make or cancel entries in his register. Under such a state of things cases would inevitably arise in which conflicting orders would be issued by different Courts, and endless trouble and confusion would result.

16. In the form of the Bill we have made several changes which do not seem to call for special mention here. We may, however, state that with a view to making the Bill more complete in itself, and more intelligible to those who will have to work it if it becomes law, we have introduced into it several sections (13 to 18) containing provisions which the English Act relegates to rules. As these provisions, if not introduced into the body of the Act, would certainly be made here, as they have been in England, in exercise of the power to make rules which the Act confers, the change is of little importance.

17. The publication ordered by the Council has been made. We think, however, with reference to what we have said above in paragraph 13, that the Bill as now amended should be republished, and that a copy of it should be sent to the Secretary of State in Council, together with a copy of this report.

WHITLEY STOKES.
A. J. ARBUTHNOT.
T. C. HOPE.
E. C. MORGAN.

28th February, 1880.

BOMBAY CHAMBER OF COMMERCE, 17*th August*, 1880.

To the UNDER-SECRETARY to GOVERNMENT, Judicial Department, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 2216 of the 31st March last, forwarding copies of a letter from the Government of India, Legislative Department, No. 362, dated the 9th idem, and of the proposed Indian Trade-marks Bill of 1880, together with the Report of the Select Committee thereon, and requesting that Government may be favoured with the opinion of the Chamber on the provisions of the Bill.

The Chamber having referred these documents to the consideration

of a Special Committee has now the honour to submit the following observations upon them :—

The Report of the Select Committee of the Council of the Governor-General is principally concerned in discussing the important question as to the mode in which trade-marks already registered in England should be dealt with. The Bill as introduced confers no privilege whatever upon such trade-marks. It puts them upon the same footing as any other foreign trade-marks, and requires them to be registered here, in precisely the same manner as if they had never been registered in England. This, it is admitted, would entail much trouble, and a considerable expenditure of time and money, which it would, if possible, be most desirable to avoid. Moreover, the provisions of the Bill being substantially identical with those of the English statutes, the questions and disputes which would arise with reference to the registration of a trade-mark in England would frequently arise again, in much the same form, with reference to the registration here, and thus much of the work would be done twice over.

Several suggestions were made to the Select Committee with a view to avoiding or overcoming this difficulty. Among these was a suggestion put forward by the Bengal Chamber of Commerce to the effect that the measure should be restricted to trade-marks used in connection with Indian products, all other trade-marks, including English trade-marks, being left on the same footing as they now are, that is to say, on the same footing as trade-marks were in England before the legislation of 1875-76. This suggestion the Select Committee were unwilling to adopt. They believed that the result of adopting it would be not only that by far the larger proportion of the trade-marks now in use in this country would be left on an unsatisfactory footing, but, further, that they would be compelled to withhold, even from the limited class of trade-marks to which legislation would be restricted, the benefit of some of the most important provisions of the proposed measure. The Chamber concurs in the views of the Select Committee regarding the suggestion of the Bengal Chamber.

The Select Committee, after disposing of other suggestions which had been made to them, proposed, as the only practicable solution of the question, that if it could be required by law that every trade-mark presented for registration in this country should have enfaced on it, or incorporated with it, or superadded to it, some distinctive inscription or device prescribed by the Government, and of such a nature as to strike the eye at the first glance, there would be no reason why the Bill should not be framed so as to give to registration in England precisely the same effects as we give to registration here. In the case, *e.g.*, of the ordinary marks on piece-goods, they believed that the words "Indian mark," printed diagonally across the mark, would be all that would be required. The Chamber is strongly opposed to this idea, for the following reasons :—(1) that any alteration made in a trade-mark already well known would induce among natives the suspision that the goods were not the same ; (2) that the idea could be made applicable only to tickets, and not to the several other classes of trade-marks described in Section 5 of the Bill ; (3) that

the expense and inconvenience imposed on the mercantile community would be very great.

The Chamber recommends, as the simplest mode of overcoming the difficulty, that, instead of English trade-marks being registered here, India should come under the English Act, and Indian trade-marks should be registered at home, applications being forwarded through the Registrar's office. It desires to submit this recommendation on the following grounds :—(1) that all trade-marks would be submitted to one body of experts ; (2) that many of the difficulties of detail which at once confront a measure of this kind would be avoided ; (3) that the proportion of Indian trade-marks is comparatively small ; (4) that Indian manufacturers would be protected against unfair competition on the part of English shippers in foreign markets, such as China and Zanzibar. For instance, if an Indian spinner were to acquire a reputation for his trade-mark owing to the superior quality of his yarn, he might be subject in China or other markets to competition from English or other yarn bearing a similar mark but produced from low qualities of cotton ; and he would have no protection. If this system were adopted, the production of the English registration would be sufficient to ensure protection, and questions and disputes might be tried in any Court.

If, however, Government do not approve of this proposal, but decide to require trade-marks registered in England to be registered afresh here, after the publication of the usual notice and according to the ordinary procedure, the Chamber then suggests that no trade mark should be registered until three months after the passing of the Act, and that transfers from the British and other registers should, if applied for within that period, be registered for a merely nominal fee : provided that no objection be raised by any one who can prove his right to a mark already recognized in the Indian market as a trade-mark, and to which it bears too great a resemblance.

If it should be determined to require trade marks registered in England to be registered afresh here, the Select Committee, in the 14th paragraph of their Report, sub-para. 2, appear to contemplate according a privilege to the owners of trade-marks registered in Austria, viz., that no objection shall be taken to their marks on the ground that they were not trade-marks within the meaning of the Act, if the applicant can show that they have been registered as trade-marks in his own country. This privilege appears from the Select Committee's reports to have been accorded in England, but the Chamber does not think that it is a concession which should be given ; it can see no object in making it, and it might possibly lead to confusion.

The concluding remarks in para. 12 of the Select Committee's Report seem to imply that English registrations would be accepted ; but it is evident from paragraph 7 that this is not intended.

The Chamber now proceeds to submit its views on such of the sections of the Bill as in its opinion should be altered or amended.

Section 3.—The Chamber, in recommending, in its Report on the Bill of 1879, that a Deputy Registrar should be appointed at Bombay, had in view the appointment of the High Court of Judicature at

Bombay as a Court for the purposes of the Act. As, however, the Select Committee of the Legislative Council of the Governor-General do not think it advisable that the High Court at Bombay should be appointed a Court to control the registration of trade-marks, the expense of having a Deputy Registrar at Bombay might be saved.

Section 10.—The Chamber requests attention to the remarks of the Chamber upon Section 8 of the Bill of 1879. It is not stated by whom, in cases where Registrar is found to be at fault and the Court awards damages, the damages and costs are to be paid: it is desirable that this omission should be rectified.

Section 19.—Attention is also requested to the remarks of the Chamber in regard to the rules contemplated under Section 13 of the Bill of 1879. Those remarks are equally applicable to the present Bill, and the Chamber desires to press them on the attention of Government. They were as follows :—

Section 6 of the Bill of 1879 (corresponding with Section 20 of the present Bill) provides for the registration of a person as first proprietor of a trade-mark, but there may be cases where the registration of one device may be applied for by two or more persons simultaneously. It appears to the Chamber to be desirable that provision be made, under Section 13, as to which of the persons shall, in these circumstances, be entitled to the mark.

Rule 59 of the English rules provides that a Committee of persons versed in the usages of the cotton trade shall be appointed by the Commissioners of Patents, consisting of such number of persons as may from time to time be determined by them; and, in pursuance of this authority, the Directors of the Manchester Chamber of Commerce have been appointed by the Commissioners to form the Committee of experts. The duties of the Committee of experts are described in Rules 59 and 60 of the English rules.

The Chamber considers it necessary for the efficient working of this Act that a similar Committee of experts, with similar duties, be appointed, and that in consideration of the important mercantile and manufacturing interests of Bombay this Committee be composed of members of the Chamber of Commerce and of the Millowners' Association. At the same time, the Chamber apprehends that to find men with the necessary experience, and with sufficient leisure for such laborious work, will prove to be one of the practical difficulties in the working of the Act.

The Chamber recommends that the English rules generally be adopted, and sent for approval to the Chamber of Commerce before adoption, but that all trade-marks which have been in use in India before the passing of the Act may be registered, provided they are well-known trade-marks.

With these exceptions the Chamber approves of the provisions of the Bill.—I have, &c.,

JAMES N. GRAHAM, Chairman.
JOHN GORDON, Secretary.

No. 131.

FORT WILLIAM, *3rd February*, 1881.

From D. FITZPATRICK, Esq., Secretary to the Government of India, Legislative Department, to the SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—The members of the Select Committee on the Bill to provide for the registration of trade-marks have now considered the opinions received on their report of the 28th February 1880, and have directed me to send, for the information of your Chamber, the following statement of the present position of the question as to the best mode of fitting-in the Indian system of registration with that established in England, and to request that any remarks or suggestions the Chamber may desire to make may be forwarded so as to reach me not later than the 1st March.

2. Taking in their order the various propositions which have been put forward for the solution of that question, and beginning with the proposition to restrict the Indian registration to trade-marks used in connection with Indian products, the Committee find that the opinions received from authorities, both in this country and in England, go to support them in their rejection of any scheme so limited.

3. The same may be said, though the difference of opinion is here greater, of the proposal that trade-marks registered in England should be placed upon the register here, and allowed all the benefits of registration, as a matter of course, and without any previous notice or inquiry; indeed, as one of the Judges of the Calcutta High Court points out, there is an insuperable obstacle to the adoption of any such proposal in the circumstance that one man may be the true owner of a trade-mark in England and another in India.

4. As regards the solution of the question proposed by the Committee themselves they regret to find that it too has failed to commend itself to most of the authorities consulted. It has been objected to, not only on account of the mechanical difficulties it would involve and the expense it would occasion, but also on the ground that the distinctive inscription or device to be added to the mark might sometimes, in the case of a well-known Indian mark, so completely destroy the identity of the mark as to deprive it of most of its value to the owner, and might, on the other hand, in some cases where an Indian manufacturer adopted a well-known English mark with the device or inscription superadded, so little effect the appearance of the mark, that the injury done to the English owner would be scarcely less than if his mark were used without the addition.

5. The Committee have no wish to press their suggestion in the face of such objections, and, accordingly, if they were to carry out the views expressed in the 14th paragraph of their report, the only course left would be to restore the Bill to its original shape and require all English trade-marks to be registered afresh in India, the only concessions made in regard to them being that suggested in the report, and, perhaps, a reduction of the fees.

This is the course recommended by several of the authorities consulted, and among others by the Commissioners of Patents, who must

be regarded as the highest authority on this question, and it would apparently be accepted by your Chamber ; but the registration here of all English trade-marks used or likely to be used in India appears to the Committee so formidable an undertaking that they are reluctant to adopt any course which would necessitate it as long as there is a prospect of finding any simpler solution of the question.

6. Such a solution, it need hardly be said, would be found if Indian manufacturers would be content to register their marks in England. The Committee abstained from suggesting this solution in their report, partly because it involved a complete departure from the original scheme of the Bill, and partly because they did not venture to hope that it would find favour with Indian manufacturers and traders. They observe, however, from the papers now before them, that this course is, as a matter of fact, recommended by the Calcutta and Bombay Chambers of Commerce, and also by the Liverpool Incorporated Chamber, and they accordingly deem it worthy of the most careful consideration.

7. In the event of its being adopted, the legislation required here would be of the simplest description. As all the work of registration, including the settlement of disputes as to the right to register and claims for the rectification of the register, would be performed in England, all the provisions relating to these subjects would be removed from the Bill, and the Act to be passed here would simply provide—

1*st*,—that no proceedings should be instituted here for the protection of a trade-mark unless such mark was registered in England as belonging to the plaintiff, or registration was refused in the particular class of cases referred to by 39 and 40 Vic., cap. 33 ;

2*ndly*,—that in all Courts in British India, registration in England should be from the first *primâ facie* proof, and after five years conclusive proof of the right to a trade-mark.

8. There is only one point as to which a difficulty might conceivably arise, and it is this :—As your Chamber is aware, one of the objects at which the English Acts of 1875-76 aim is to prevent the adoption in future of certain descriptions of trade-marks which, though recognized by the common law, were found to give rise to difficulties and disputes—marks, *e.g.*, consisting of fancy names, such as "pectorine" and "lactopeptine." In regard to such marks the English Act of 1875 provides that they may be registered if they were used as trade-marks before the passing of the Act, *i.e.*, before the 13th August 1875, and not otherwise. Now the Committee, looking to the wording of the Act and the forms prescribed under it, see no reason to suppose that use in India before the 13th August 1875 would not be sufficient to entitle such a mark to registration under the Act ; but it is quite clear that such a mark used for the first time after the 13th August 1875 would be excluded, and accordingly any persons who may have adopted such marks in India subsequent to that date might, if the Bill was framed on the lines now suggested, have ground for complaint.

9. I am accordingly to inquire whether your Chamber consider it

probable that there are in use in this country any number of trade-marks, worth speaking of, adopted since the date in question, and not containing any of the "essential particulars" mentioned in clauses (*a*), (*b*) and (*c*) of section 5 of the Bill No. II., but of such a nature as to be entitled to protection here under the existing law, and, if so, whether they can suggest any mode of saving the rights of the owners of such marks. If the number of such marks is insignificant, it would probably be better that their owners should be driven to alter them, than that they should be allowed to stand in the way of settling this difficult question in a manner acceptable to the bulk of the mercantile community.—I have, &c.,

D. FITZPATRICK,
Secretary to the Government of India.

Case prepared by Messrs. Craigie, Lynch and Owen, Solicitors of the Chamber, under instructions from the Committee, and submitted for Counsel's opinion.

A Bill to provide for the Registration of Indian Trade-marks is now before the Legislative Council of the Governor General, and the question has arisen as to the best mode of fitting-in a system of registration for India with the system already in force in England.

The Bombay Chamber of Commerce have recommended, as the best way of overcoming the difficulty, that instead of English trade-marks being registered here in India the English Act should be made to apply to India, and that Indian trade-marks should be registered in England, applications for registration in England being forwarded through the office of the Registrar in India.

A further reference has however been made by the Government of India to the Chamber by letter No. 131, dated 3rd February 1881, copy of which is sent herewith.

Before replying to this letter the Chamber desire to be advised on the points herewith submitted to counsel.

Counsel is requested to advise—

1. As the law at present stands, I am of opinion that the owner of a trade-mark can in the Indian Courts obtain protection against an infringement, notwithstanding he has not registered in England. The fact that the imitation had been registered in England would make no difference.

1. Whether, as the law at present stands, the owner of a trade-mark recognised in the Indian markets as his trade-mark can, notwithstanding that he may have omitted or neglected to register it under the English Act, obtain protection against the use by any one else of an exact or colourable imitation of his mark,

and whether the fact that the imitation had been registered in England would make any difference.

2. He would not lose his right.

2. If the answer to the last question be in the affirmative, whether the owner of a trade-mark would lose his right to protection if he applied for registration in England and such registration were refused.

3. He can.—The English Trade-marks Registration Acts do not apply to India.

3. Can the owner of a mark which is recognized as a trade-mark in India, but which has been refused registration in England, obtain protection for such mark from the Courts in India.

4. It is impossible to answer this question, as the answer depends entirely upon the provisions of the Act (if any) which may be passed for registering trade-marks in India. What these provisions are going to be I don't know.

4. If a trade-mark had been registered in India as the property of a certain owner, and another precisely similar mark had been registered in England as the property of another altogether different owner, would the owner of the mark so registered in India be entitled to protection from the Courts in India ?

(*a*) Against the owner of the similar mark registered in England.

(*b*) Against all other persons.

5. I am of opinion that the registration for five years in England under the English Trade-marks Act has no effect whatever upon the rights of a person suing in the Indian Courts. Sec. 3 of Act 38 and 39 Vic., cap. 91, only provides that after five years from the date of registration such registration *shall be conclusive evidence* of the right of the person who has registered to the exclusive user of the mark registered. This, however, only applies to the English Courts, and not to India. Consequently the Indian Courts would not be precluded from taking evidence as to who was the owner of the trade-mark in question. The fact of registration in England would be evidence that

5. What is the effect (if any) in India of complete registration for a period of five years in England of a trade-mark ?

(*a*) Upon the rights of a person who has used the same mark in India for a number of years prior to the registration of such mark in England, but who has taken no steps to obtain registration in England, or to oppose the registration there in the name of such registered owner.

(*b*) Upon the rights (if any) of all other persons in India.

the person who had registered used that mark at the date of registration, but that would not prevent the person who had not registered proving if he could that he had used and become the owner of the trade-mark before the person who had registered. Registration in England I think could only be used in the Indian Courts in corroboration of the evidence of the person who had registered to the time when the mark in question was claimed or used by him as his mark.

6. This is a question that I think a merchant is more competent to decide on than a lawyer. For my own part I don't see what substantial benefit a merchant gets from a registration of trade-marks on the lines of the English Act. Without any Act at all he is in this position : he has only to prove that the mark he seeks protection for has been put on goods which have been and are being offered for sale, and his right to that mark is established against the infringer, unless the latter can show that he or some one else has used the mark before, and has not lost the right to use it. No length of user is necesssary for the purpose of acquiring property in a trade-mark. See McAndrew *v.* Barrett, 33 L.I., ch. 566, and Maxwell *v.* Hogg, L. R. 2 ch. 307, as to how the property in a trade-mark is acquired. Consequently the merchant can now very easily prove his right *primâ facie* to the trade-mark. This is all that he can prove by producing his certificate under the Trade-marks Registration Act for the first five years after registration. After the five years are passed I don't think the merchant really gets any practical benefit under the Registration Act. The only benefit he gets is that the defendant cannot dispute his right to it. But as the law at presen

6. Whether, having regard to the present state of the law, it is desirable that an Act for the registration of trade-marks in India should be passed.

stands, if the merchant had been using his trade-mark for five years, practically the defendant would not dispute his right to it. In fact the defence in every case is generally that the mark has not been imitated. The Trade-marks Registration Act in my opinion is no protection against imitation at all. The imitator does not want to sue, so he does not care about registering, as he can use his imitation all the same whether registered or not, and, as I have pointed out, I don't think the honest merchant in his suit against the imitator gets any practical benefit. There is not the slightest difficulty, as the law at present stands, or proving your *primâ facie* right to a trade-mark. After a five years user it would be almost hopeless for a defendant to prove the plaintiff did not own the trade-mark. If, as a matter of fact, other persons were, or claimen to be, entitled to the mark, and it was of any value, long before the five years were over, the registered proprietor would be fighting in court with those persons who by sec. 5 of 38 and 39 Vic., c. 91, can apply to rectify the register, and if he was not the owner he would never succeed, in the case of a mark of any value, in remaining on the register five years. Again, an Act on the lines of the English Act would deprive a large number of marks, which are now recognized as trade-marks, of the quality of trade-marks. The fees charged for registration are, I should say, much more than an equivalent for any benefit the merchant gets.

7. I think an Act which provided for registration in England would be worse than an Act which provided for registration in India, for the following reasons :—(*a*) Any mark used for the first time since 13th August 1875 and which is not registrable under the Eng-

7. If the answer to the last question be in the affirmative, is it desirable that such Act should provide merely for the registration in England of Indian trade-marks, or that it should provide for the registration in India of such marks?

lish Act will be deprived of all value, as any one will be able to imitate it without being sued. (*b*). The expense and difficulty attending registration of any disputed mark will prevent an Indian merchant from fighting for his rights. He will have to either abandon his mark, or spend far more than it probably is worth to establish his right to it.

8. As the English Trade-mark Registration Act does not extend to China, and the Indian Legislature has no authority to legislate for the Courts there, I am of opinion that the China Court (in the case put) could and would satisfy itself who was the owner of the mark in question, quite apart from the registration in India or the registration in England, only using such registration (if at all) as some proof that the mark was, at the respective dates of the registrations, used by the persons who registered. In short, I am of opinion that, in the case put, registration either in England or India would have, except to the extent I have mentioned, no value at all.

8. If a special Act were passed for India, and a certain mark exactly or very closely resembling a mark already registered under the English Act were registered under it, or *vice versa*, how could the respective registered owners protect their rights as against each other in a foreign market such as China ?

9. I can add nothing to what I have said above except that if an Act is to be passed, one providing for registration in India, I think, is the only one that could practically be worked.

9. Generally giving any suggestions on the proposed legislation which may occur to counsel.

J. D. INVERARITY.

25th June, 1881.

No. 194 of 1881.

BOMBAY, 25*th August*, 1881.

To the SECRETARY to the GOVERNMENT of INDIA, Legislative Department, Simla.

SIR, —In continuation of my letter of the 16th June last, I am now directed to inform you that the Committee of the Chamber of Commerce having taken the opinion of counsel on certain points which had been suggested to them by the correspondence and discussion

which had taken place on the subject of the proposed Indian Trade-marks Registration Bill, they submitted the same, along with their report thereon, and with the whole correspondence which had taken place from the time when the measure was first proposed, to a General Meeting of the Chamber specially convened for the purpose on the 22nd July last. At that meeting it was unanimously resolved that the Report of the Committee be adopted.

The Committee desires me to forward, for the information of the Government of India, six copies of the papers submitted to the General Meeting (at page 26 of which will be found the legal opinion above referred to) and respectfully to recommend that as the proposed legislation is apparently surrounded with many difficulties and objections which could not at first be foreseen, it may in the meantime be abandoned.—I have, &c.,

J. GORDON, Secretary.

No. 198 OF 1881.

BOMBAY CHAMBER OF COMMERCE, *2nd September*, 1881.

To the UNDER-SECRETARY to GOVERNMET, Judicial Department, Bombay.

SIR,—With reference to the Chamber's letter to your address, dated 17th August 1880, on the subject of the proposed Indian Trade-marks Bill, and previous correspondence, I am now directed to state that in consequence of the letter dated 3rd February last (which will be found at page 24 of the papers sent herewith), addressed to the Chamber by the Secretaty to the Government of India in the Legislative Department, the Committee deemed it desirable to take legal opinion on certain points which had been suggested by the correspondence and discussions which had taken place. The opinion obtained, and their report thereon, together with the whole correspondence which had taken place from the time when the measure was first proposed, was submitted by the Committee to a General Meeting of the Chamber specially convened on the 22nd July last. At that meeting it was resolved the Report of the Committee be adopted.

The Committee desire me to forward, for the information of His Excellency the Governor in Council, two copies of the printed papers submitted to the General Meeting. Copies of these papers have also been forwarded to the Government of India with a recommendation that as the proposed legislation is apparently surrounded with many difficulties and objections which could not at first be foreseen, it might in the meantime be abandoned.—I have, &c.,

J. GORDON, Secretary.

APPENDIX Q.

SHIPPING QUESTIONS.

A Special Committee was appointed on the 21st of January, 1881, to consider and report upon such questions as not unfrequently lead to disputes between the representatives of shipowners and shippers. The Committee consisted of the following gentlemen :—The Hon. J. N. Graham, Messrs. F. D. Parker, James Dickson, C. T. Meili, J. Fachiri, H. A. Richardson, J. L. Symons, and O. Fiedler. Mr. Dickson declined to act.

The Special Committee assembled, in the rooms of the Chamber of Commerce, on Monday the 14th February, 1881, at half-past 4 o'clock.

MEMBERS PRESENT :

The Hon. J. N. Graham, *Chairman.*

F. D. Parker, Esq. O. Fiedler, Esq.
J. Fachiri, Esq. C. T. Meili, Esq.

The Secretary.

The Meeting resolved that the questions to be considered by the Special Committee should be the following :—

1. Holidays under charter-parties.
2. Detention of cargo boats alonside.
3. Shut-out cargo.
4. Ante-dating of Bills of Lading.
5. The revision of the Tonnage Scale.

The Meeting then adjourned till Friday the 25th February, 1881, at half-past 3 o'clock.

Adjourned Meeting on Friday, 25th February, 1881, at half-past 3 o'clock.

MEMBERS PRESENT :

The Hon. J. N. Graham, *Chairman.*

C. T. Meili, Esq. H. A. Richardson, Esq.
J. L. Symons, Esq. J. Fachiri, Esq.

The Secretary.

The Meeting considered the question of what days should count as

holidays under charter-parties, and then adjourned till Tuesday the 8th March, 1881, at 3 P.M.

Adjourned Meeting on Tuesday, 8th March, 1881, at 3 P.M., in the rooms of the Chamber of Commerce.

MEMBERS PRESENT:

The Hon. J. N. Graham, *Chairman.*

C. T. Meili, Esq.	F. D. Parker, Esq.
O. Fiedler, Esq.	J. Fachiri, Esq.
H. A. Richardson, Esq.	J. L. Symons, Esq.

The Secretary.

The question of the detention of cargo boats alongside vessels was considered.

The Committee, while recognizing the grievance which existed, were unable to recommend a remedy that would be mutually satisfactory to those interested.

The Meeting then considered the question of shut-out cargo, and adjourned till Tuesday the 22nd March, 1881, at 4 P.M.

Adjourned Meeting on Tuesday, 22nd March, 1881, a 4 P.M.

MEMBERS PRESENT:

F. D. Parker, Esq., *Chairman.*

H. A. Richardson, Esq.	J. Fachiri, Esq.
J. L. Symons, Esq.	The Secretary.

The question of ante-dating Bills of Lading was brought before the Meeting.

In connection with this question, a letter dated 5th January, 1881, from Messrs. Wallace & Co. was submitted. In it they solicited the opinion of the Committee of the Chamber as to whether shippers are entitled to receive Bills of Lading signed in December for bales received by the Prince's Dock, and measured, in December, but, owing to steamer's fault, not taken on board until January; and stated that they understand that the custom at home is to sign Bills of Lading upon production of Dock Receipts. This letter had been circulated among the members of the Chamber for their opinion, and it was resolved that the letter and the minutes of the members of the Chamber thereon should be circulated to the members of the Special Committee.

The Meeting then adjourned till Friday the 25th March, 1881, at 12-30 o'clock.

Adjourned Meeting on Friday, 25th March, 1881, at 12-30 o'clock.

MEMBERS PRESENT:

The Hon. J. N. Graham, *Chairman.*

C. T. Meili, Esq,	J. Fachiri, Esq.
F. D. Parker, Esq.	J. L. Symons, Esq.
H. A. Richardson, Esq.	The Secretary.

The Meeting resumed consideration of the question of ante-dating Bills of Lading. After some discussion it was resolved that this inquiry should be postponed until information as to custom had been received from the Chambers of Commerce of Liverpool, Glasgow, Hongkong, and Calcutta. A letter was accordingly addressed to each of these Chambers requesting the favour of answers to the following questions, namely :—

1. Whether it was in accordance with any custom of their Port to give Bills of Lading on Dock Receipts before the goods were actually on board, provided the vessel was ready to take in cargo, if a request were made to do so.
2. Whether it was in accordance with any custom of their Port to ante-date Bills of Lading for cargo actually on board, if a request were made to do so.
3. Whether there were any other circumstances under which it was in accordance with any custom of their Port to ante-date Bills of Lading, or to sign Bills of Lading before the goods were on board.

The question of the revision of the Tonnage Scale was then considered.

The discussion on this subject which took place at the General Meeting of the Chamber held on the 3rd of January 1879 (see Annual Report of the Chamber for 1878-79, pages 410, 411, 412) was submitted. On that occasion the following resolution was passed by the Chamber:—"That the entire ship and steamer Tonnage Scale be revised, and that the members of the Chamber and three ship Captains be invited to attend when tests are being made: not less than four members of the Chamber to form a quorum. The report on the Tonnage Scale now before the Chamber to be deferred." As, however, this resolution had never been acted on, and so long an interval had elapsed since it was passed, the Committee decided that a copy of the resolution be sent to the members of the Chamber with a request that they would state whether they considered it desirable that the scale should now be revised, and, if so, to what extent.

The Meeting then adjourned.

Adjourned Meeting on Friday, 24th June, 1881, at 4 o'clock.

MEMBERS PRESENT:

The Hon. J. N. Graham, *Chairman.*

F. D. Parker, Esq.	O. Fielder, Esq.
C. T. Meili, Esq.	The Secretary.

The replies received from the Chambers of Commerce of Liverpool,

Glasgow, Hongkong and Calcutta to the questions addressed to them, and contained in the proceedings of the adjourned meeting on 25th March, 1881, were submitted; and the consideration of the question of ante-dating Bills of Lading resumed. The replies from the several Chambers were as follows:—

From the SECRETARY of the LIVERPOOL CHAMBER—

"I am directed by the Council of this Chamber to transmit to you the following replies to the questions contained in your letter of the 31st of March:—

"Question 1.—It is understood that Bills of Lading are occasionally given, at shipper's request, before goods are actually on board, but it is not the custom of this Port to do so: and it is never done until the goods are in the custody of the shipowner or his representative.

"Question 2.—No.

"Question 3.—There are no circumstances except that named in reply to question 1."

From the SECRETARY of the GLASGOW CHAMBER—

"In reply to your note of 31st March, asking for information regarding the practice at the Port of Glasgow with respect to Bills of Lading, I beg to state—

"1. That for the convenience of shippers the master frequently signs Bills of Lading before the goods are actually on board, provided that the goods are then alongside and absolutely under his charge.

"2. It is not the custom at this Port to ante-date Bills of Lading for cargo actually on board.

"3. It occasionally happens that at the time when the goods are sent alongside, and the mate's receipts for the same are signed, that Bills of Lading may have been sent in for signature bearing the date when such goods are placed alongside, although actually not on board the vessel; such arrangements are simply for the convenience of the shippers. It is invariably the practice, however, that the goods thus acknowledged are under the charge of the ship, and therefore can in no case be removed by their owners."

From the SECRETARY of the HONGKONG CHAMBER—

"In reply to your letter of the 6th ultimo, I am desired by the Committee of this Chamber to inform you, in answer to your first question, viz.:—

"Whether it is in accordance with any custom of this Port to give Bills of Lading on Dock Receipts before the goods are actually on board, provided the vessel is ready to take in cargo, if a request is made to do so,—that the only circumstances under which Bills of Lading are given before the goods are on board is in the case of Holt's steamers when a vessel is not ready to take

in cargo, in which case a clause is inserted to the effect that the cargo is in possession of the ship's agents.

"In answer to the 2nd and 3rd questions, I am to reply that it is not the custom of the Port to ante-date Bills of Lading, under any circumstances."

From the SECRETARY of the BENGAL CHAMBER—

"I am directed to acknowledge the receipt of your letter of the 29th ultimo, and to state, in reply, that some steam-ship agents do, at shippers' request, issue Bills of Lading on receipts granted by the Port Commissioners for cargo placed in their charge for shipment on board vessels alongside their jetties as soon as they are ready to take it in, the Commissioners' receipts being surrendered on production of usual receipts by ship's officers.

"But although this is an arrangement which agents may adopt for the convenience and accommodation of shippers, the Committee are not prepared to say that it can be called a custom of this Port.

"In answer to your 2nd and 3rd inquiries, I am instructed to say that it is not in accordance with any custom of this Port to ante-date Bills of Lading, nor are, there any circumstances under which it is in accordance with any custom here to ante-date such documents or to sign them before goods are shipped, except, as already stated, on receipts granted by the Port Commissioners."

The Meeting adjourned until Thursday, 30th June, 1881, at half-past 4 o'clock.

Adjourned Meeting on Thursday, 30th June, at half-past 4 o'clock.

MEMBERS PRESENT:

The Hon. J. N. Graham, *Chairman.*

F. D. Parker, Esq.	O. Fiedler, Esq.
C. T. Meili, Esq.	The Secretary.

The consideration of the question of ante-dating Bills of Lading was resumed, and the following resolution passed unanimously :—"The Special Committee having considered the question of ante-dating Bills "of Lading, either on Dock Receipts or for goods alongside, are of "opinion that such a proceeding is open to most serious objections and "might involve grave responsibilities."

The Committee then considered the question of the revision of the Tonnage Scale.

The minutes of the members of the Chamber on the reference made to them in accordance with the proceedings of the adjourned meeting on 25th March, 1881, above narrated, as to whether they considered it desirable that the scale should now be revised, were submitted. From

these there appeared to be so much difference of opinion that the meeting considered it desirable that the question of a revision should, with certain recommendations, be laid before a General Meeting of the Chamber.

REPORT OF THE SPECIAL COMMITTEE.

The Committee have now the honour to report the results of their inquiries into the subject submitted for their consideration, and the recommendations which they have decided to lay before the Chamber.

Holidays under Charter-Parties.

The Committee recommend that the holidays under charter-parties should be as follows :—

New Year's Day	... 1 day
Holi	... 2 days
Easter	... 2 days
Queen's Birthday	... 1 day
Cocoanut Day	... 1 day
Janma Ashtami	... 1 day
Pateti	... 1 day
Dussera	... 1 day
Dewali	... 2 days
Christmas	... 2 days
Mohurrum	... 2 days

and that the particular day or days, on occasions when there are more holidays than one, be fixed by the General Committee when they issue the Annual Report of the Chamber each year.

From this resolution Mr. Parker has dissented, and desired that his dissent should be recorded. He considers that the interests of the trade of the Port require that ships should be able to rely upon receiving quick despatch, and is of opinion that the only days which ought to be allowed as holidays are those on which the Custom House is entirely closed for business, viz., Christmas Day, New Year's Day, Good Friday, and the Queen's Birthday.

Detention of Cargo Boats alongside Vessels.

The Committee, while recognizing the grievance which exists, are unable to recommend a remedy that would be mutually satisfactory to those interested.

Shut-out Cargo.

The Committee recommend that in cases when shipping orders have been issued without any special stipulation in respect of shut-out cargo, the shipper, provided he has fulfilled the terms of his shipping order, should have the right to demand a fresh shipping order in the first going vessel from the agent of the vessel that has failed to take in his cargo. If the latter declines or omits to grant this, they recommend that he should himself have the power to engage the necessary tonnage, and to claim on the said agent for

any difference in freight or other expense to which he may have been put.

Ante-dating Bills of Lading.

The Committee having considered the question of ante-dating Bills of Lading, either on Dock Receipts or for goods alongside, are of opinion that such a proceeding is open to most serious objections and might involve grave responsibilities.

Revision of the Tonnage Scale.

The Committee recommend (1) that this subject be laid before the next General Meeting, so that any member desiring the re-measurement of any particular article of export may have an opportunity of bringing forward his proposal by resolution ; they also recommend (2) that a general rule should be passed authorizing the General Committee to add new articles to the Tonnage Scale after testing them, notice being given to the public, by advertisement, of the time and place of such testing, and that such additions, before being formally entered in the Tonnage Scale, should be sanctioned at a General Meeting of the Chamber.

JAMES N. GRAHAM, *Chairman.*
J. GORDON, *Secretary.*

Bombay, 7th July, 1881.

HOLIDAYS OR NON-WORKING DAYS UNDER CHARTER-PARTIES.

Since the year 1875 the Committee of the Chamber have adopted the rule that days on which the Custom House is closed, either wholly or partly, should not, in respect of chartered vessels, be counted as working days. In consequence of this rule, almost every charter-party involves a dispute between the captain and the charterer as to the holidays that can be claimed, and the former generally leaves with an unsatisfied feeling that he has not had full justice. With the view of facilitating the amicable settlement of such questions, the Committee deem it desirable to lay down a fixed system, which may or may not be adopted by shipowners and charterers just as they like, but which shall be as fair to both parties as the Chamber can make it. The system which they suggest is that on account of the difficulty of obtaining native labour for the loading, stowing, or unloading of cargo on the more important native holidays, only such holidays should be allowed, and that a list of these and other holidays for the year should be printed, published, and distributed by the Committee of the Chamber to merchants and shipowners in Bombay and elsewhere. When there are more holidays than one on any one occasion, only the principal day will be allowed ; and the holidays for the year being thus fixed and notified by the Committee at the commencement of each year will enable shipowners and charterers to settle the terms of their charter-

parties with a knowledge of the holidays which may be claimed by the charterer.

They therefore submit, for the approval of the Chamber, that, in cases of charter-parties wherein no stipulation is made, the following holidays may be adopted, and that the particular day, on occasions when there are more holidays than one, be fixed by the Committee of the Chamber.

New Year's Day	... One day.
Holi	... One day.
Good Friday	... One day.
Queen's Birthday	... One day.
Cocoanut Day	... One day.
Janma Ashtami	... One day.
Pateti	... One day.
Dussera	... One day.
Dewali	... One day.
Christmas Day	... One day.

APPENDIX R.

WORKING IN THE HARBOUR ON SUNDAYS.

No. 201 of 1881.

CHAMBER OF COMMERCE, BOMBAY, *7th September*, 1881.

To the COLLECTOR of CUSTOMS, Bombay.

SIR,—I am directed to inform you that representations have been made to the Chamber that great difficulty is experienced by merchants in obtaining permission to work in the loading or discharging of vessels on Sunday. It appears to be considered by the Customs authorities that permission to work on that day ought not to be given except in cases of necessity, and that the mere fact of having contracts or engagements to fulfil does not constitute a case of necessity.

On receiving these representations the Committee wrote to the Chambers of Commerce in Calcutta and Madras for information as to the practice in this respect at their respective Ports. I am now desired to forward herewith copies of their replies stating that no such difficulties are experienced by them, and to ask you to say whether in face of the practice existing at those Ports greater facilities cannot be afforded for Sunday working in the harbour of Bombay.—I have, &c.,

J. GORDON, Secretary.

No. 3157 of 1881.

BOMBAY CUSTOM HOUSE, *14th September*, 1881.

From the COLLECTOR of CUSTOMS and OPIUM, Bombay, to the SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—I am in receipt of the Chamber's letter of the 7th instant enquiring whether in the face of the practice at Calcutta and Madras greater facilities cannot be afforded for Sunday working in the harbour of Bombay.

2. In reply, I have the honour to explain that there is no difficulty so far as the Customs Department itself is concerned, about allowing work on Sunday as well as on any other holiday. There are always officers who are glad to undertake the duty for the sake of the extra fees.

3. It has, however, long been the established rule of the Port, and

one which has the approval of Government, that Sunday work should not be allowed except in cases of necessity.

4. I have considered it my duty in pursuance of this rule to refuse all applications in which a case of necessity was not clearly made out, for the reason that I have believed the general sense of the community to be against Sunday work being carried on when it is possible to avoid it, and that assuming this to be the case it has seemed to me to be fairest for all parties that the rule should be uniformly and strictly enforced.

5. It is not clearly stated in the letter under reply whether it is the view of the Chamber that the practice at this port should be assimilated to that at Calcutta and Madras, or merely that, the general rule being maintained, somewhat greater liberality should be exercised in admitting cases of necessity.

6. With regard to the first alternative, the Chamber doubtless understands that the effect of allowing all applications on payment of ordinary extra work fees would be that certain firms and companies would work regularly on Sundays, and would thus gain an advantage over others who might object to do so, and that it would probably not be long under these circumstances before work came to be carried on as regularly and generally on Sundays as on any other days. This is a state of affairs to which other interests than the Customs Department might object. In fact, the Prince's Dock Officials have already complained that the practice of carrying on work on Sundays tires out their staff and leaves no leisure for clearing up their work, executing necessary repairs, and other matters, that require attention from week to week.

7. In respect, however, of giving effect to such restrictions as may be considered necessary, the Customs Department is simply the servant of the public, and if I am at liberty to assure Government, on the authority of the Chamber, that it is the general wish of the public, as distinguished from that of a few interested firms, that existing restrictions should be removed, I shall have no opposition to offer to the change.

8. With regard to the other alternative, that exceptions should be more liberally made, I am quite ready to make exceptions, an frequently do make them in cases where I am satisfied that a rea necessity exists. It would be obviously unfair, however, to admit as sufficient reason for an exception to the rule, exigencies which are the natural consequences of arrangements voluntarily entered into in the face of it. Relaxations granted to one applicant lead to applications from others which cannot be refused without exciting suspicion of favouritism, and as long as the matter is left to my discretion, I am *obliged* to be strict. The line, moreover, is very difficult to draw, and the information I have to go upon is usually so very imperfect that I cannot pretend to say that permission may not sometimes have been refused when it might fairly have been given, and *vice versa*.

9. Unless instances are quoted, it is difficult to judge whether cases of this description have really been so frequent as to indicate the necessity for a change. If the Chamber is in a position to show that

they have, the best way out of the difficulty I think will be to make it the rule that all applications should be allowed on payment of a fee, say of so much per batch per hour, which should be fixed high enough to ensure that Sunday work will not be resorted to except in cases of real urgency.

10. It will be recollected that I made a similar proposal some three years ago. The Chamber did not, however, then take it up. Should they be disposed now to think that it is likely to remove such just ground of complaint as may exist, I shall be glad to be favoured with their opinion as to the rate of fee which should be adopted, bearing in mind the necessity that, to operate as an effectual check, it must be *heavy*.—I have, &c.,

A. C. TREVOR,
Collector of Customs and Opium.

No. 209 of 1881.

CHAMBER OF COMMERCE, BOMBAY, 29*th September*, 1881.

To the COLLECTOR of CUSTOMS and OPIUM, Bombay.

SIR,—Your letter No. 3157 of the 14th instant, regarding Sunday working in the harbour of Bombay, has been laid before the Committee of the Chamber of Commerce, who desire me to say that a reply will be sent to it when the opinion of the general body of the Chamber on the subject has been ascertained.—I have, &c.,

J. GORDON, Secretary.

No. 27 of 1882.

BOMBAY CHAMBER of COMMERCE, 21*st January*, 1882.

To the COLLECTOR of CUSTOMS and OPIUM, Bombay.

SIR,—Referring to Mr. Trevor's letter No. 3157 of 1881, dated 14th September, with the Chamber's reply to the same No. 209 of 29th September last, I have the honour to inform you that the subject (*i.e.* Sunday working in the Dock and Harbour) was laid before the General Meeting of the Chamber on the 20th ultimo, and fully discussed. The following Resolution was then proposed and carried by a large majority :—

> "This Chamber is of opinion that the Customs authorities should grant permission to ship produce on Sundays when applied to, as long as Sunday work remains an exception and does not become a regular practice."

The Chamber do not enter again into the merits of the question. In the letter above referred to the Collector was good enough to say that he was quite willing to alter the rules at present in force, should such be the general desire. I am requested therefore to forward to

you the above resolution, and ask that you will be good enough to take the matter into consideration, and endeavour to carry out the wishes of the Chamber.—I have, &c.,

D. WATSON, Acting Secretary.

No. 272 OF 1882.

BOMBAY CUSTOM HOUSE, *28th January*, 1882.

From J. M. CAMPBELL, Esq., Acting COLLECTOR of CUSTOMS and OPIUM, Bombay, to the SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—I have the honour, in reply to your letter of the 21st inst., to state that I have submitted the whole question of Sunday working to the Commissioner for his orders, and that on receipt of his reply I will do myself the honour to address the Chamber of Commerce again on this subject.—I have, &c.,

J. M. CAMPBELL,
Acting Collector of Customs.

APPENDIX S.

THE PRACTICE OF INCORRECTLY STAMPING THE LENGTHS OF GREY CLOTHS IN MANCHESTER.

CHAMBER OF COMMERCE, BOMBAY, *9th August*, 1881.

THOMAS BROWNING, Esq., Secretary Chamber of Commerce, Manchester.

DEAR SIR,—I am desired by the Committee of this Chamber to address you on the subject of the practices, which are becoming more common, of incorrectly stamping the lengths of grey cloths, and, in cases where cloths are manufactured considerably shorter than usual, of omitting the stamp altogether. The cloths, you are doubtless aware, are chiefly shirtings, jacconets, and buff end madapollams. It is not to meet any special requirement of the consumers that the cloths are warped shorter than the old lengths; the object is, without doubt, to deceive the buyer here into supposing that he is getting the old length. The manufacturer, moreover, can gain nothing by the practice, as the shipper will only pay a price proportionate with the length; on the contrary, by selling a full length cloth to one shipper and a short length to another, he will ultimately injure himself, for the short lengths will supplant for the time being the correct lengths, and the outlet for the latter will be filled by other makes. The Committee, therefore, will be glad if your Chamber will kindly urge manufacturers not to cut down their regular lengths to meet occasional orders, the object of which can only be to deceive. The Committee understand that there has been a correspondence on this subject betweeen the Manchester and the Bengal Chambers of Commerce. They will be glad to be informed if the latter Chamber has been able to suggest a remedy, and they desire me to invite your co-operation in an endeavour being made to put down these objectionable practices,—I remain, &c.,

J. GORDON, Secretary.

CHAMBER OF COMMERCE, MANCHESTER, *5th October*, 1881.

J. GORDON, Esq., Secretary Chamber of Commerce, Bombay.

DEAR SIR,—I have to acknowledge receipt of your letter of the 9th August regarding the lengths and stamping of grey cloth, and the views of your Chamber therein expressed have been duly placed before the Committee specially appointed to consider this subject. As requested in the concluding paragraph of your letter, I now hand you the enclosed copies of the correspondence that has passed between

this Chamber and that of Bengal, and to express the hope that your Committee also may think it advisable that the correspondence should appear in both the English and Native newspapers throughout your Presidency.—I am, &c.,

THOMAS BROWNING, Secretary.

MAKING UP AND STAMPING OF COTTON GOODS FOR INDIA.

(From the *Manchester Guardian*, 6th Oct. 1881.)

The following correspondence has taken place between the Manchester Chamber of Commerce and Chambers of Commerce in India :—

BENGAL CHAMBER OF COMMERCE, CALCUTTA, 31*st Jan.* 1881.

THOMAS BROWNING, Esq., Secretary Chamber of Commerce, Manchester.

DEAR SIR,—I am desired by the Committee of the Chamber of Commerce to invite your attention to the various methods in vogue in Manchester of measuring cotton goods. As regards widths it is understood that the use of the standard yard, or "stick" of 36 inches, is universal, but for lengths, both the long "stick" of 37 or 36¼ inches, and the short "stick" of 36 or 35½ inches are employed. Without questioning the original intent of such variations, the Committee are of opinion that they are liable to abuse, and consider it highly desirable that one universal standard, viz., the 36 inches "stick" be recognised by the trade. The subject has recently been brought prominently forward by differences of opinion between sellers and buyers as to the length which 32in. madapollams should be. The goods are stamped as usual "24 yards," and the buyer claims that he is entitled to 24 yards of 36 inches in each piece. On the other hand the sellers urge that 32in. madapollams are invariably bought in Manchester by the double piece of 46 yards of the "long" or 36½ inches "stick;" that as the goods in question run out 23 yards 11 inches the single piece they are of the dimensions which long usage sanctions, and that the buyers must have been aware when purchasing that the brand "24 yards" is used merely to denote that the goods are of the usual length. While there is no doubt that the customary lengths of grey goods so stamped are well known to the trade generally, it is open to unscrupulous buyers to maintain their individual ignorance, and there is little doubt that the law would uphold their claim for compensation if goods were found to fall short of nominal lengths. The law here will recognise no yard but the standard one of 36 inches, and will see in the various "sticks" used in Manchester only so many contrivances for glossing over deception. The Committee would add that the best legal talent here is taxed to the utmost to devise a form of contract which shall free importers from undue responsibility for trivial and inevitable irregularities in manufacture, and since the law is administered so stringently where there is no possibility of imputing blame, they ask

how it is likely to be construed where goods are apparently deficient? Buyers here have lately displayed remarkable aptitude in availing of legal quibbles, and the Committee believe that the adoption of the universal standard they recommend will be one means, and an important one, of preventing misunderstandings and of protecting shippers' interests. They further consider that shippers will consult their own interests by ceasing to stamp their goods in the manner allowed by custom, which permits more yards to be stamped on the piece than it actually contains.—I remain, &c.,

H. W. J. WOOD, Secretary.

CHAMBER OF COMMERCE, MANCHESTER, *24th May*, 1881.

H. W. J. WOOD, Esq., Secretary Bengal Chamber of Commerce, Calcutta.

DEAR SIR,—On the 1st March last I had the honour of acknowledging receipt of your letter dated 31st January, 1881, regarding short lengths in Manchester goods, and the subject has since engaged the attention of a special committee of this Chamber. On full inquiry, it has been ascertained that many descriptions of goods, as madapollams, jacconets, mulls, dhooties, and even shirtings, have been made for some time past of shorter lengths than were formerly customary, and, of course, when the actual lengths have been stamped on the pieces, no deception has taken place. In some cases, however, it is feared that a practice has been resorted to of so folding and so stamping goods as to mislead the ultimate buyers up-country; and although this has in most cases been done, as is alleged, under instructions from the dealers in Calcutta, Bombay, and other ports, it is unnecessary to say that my directors most emphatically denounce all such irregular practices. With regard to the length of a yard, it is by English law, as you state, 36 inches, and no custom of trade can alter this. Your buyers, therefore, have a remedy in their own hands if they find goods shorter than the lengths stamped on them, and in the interests of legitimate trade they should be encouraged to apply it by your and other Indian Chambers of Commerce.—I have the honour to be, &c.,

THOMAS BROWNING, Secretary.

BENGAL CHAMBER OF COMMERCE, CALCUTTA, *28th June*, 1881.

DEAR SIR,—I am instructed by the Committee to acknowledge receipt of your letter dated the 24th May, from which they are glad to learn that the question of stamping lengths on Manchester goods has received the consideration of a special committee of your Chamber. My Committee will certainly do all in their power to discourage and prevent any such practices as those which your directors very properly condemn, and they trust it may soon become the universal custom in Manchester to sell goods by the legal yard only and to stamp them according to their actual lengths, so nearly as these can in practice be ascertained. To the Committee it appears that the

adoption throughout the trade of one uniform yardstick of 36in. would prevent any misunderstanding as to the standard lengths of cotton goods, and do more than anything else to bring about a solution of the difficulty. In their letter which you acknowledge they referred especially to this, and they trust it may yet receive the attention it merits, and which, judging by the absence of any reference to it by you, there is reason to fear it has not received. Such length marks as 38½ yards and 39 yards on shirtings and 24 yards on madapollams when they do not measure so much are well understood by all native purchasers from first to last to mean only the usual full lengths of such goods, and not their exact measurement; but although no one may suffer, the practice of stamping goods with greater than their actual lengths is not to be defended, and ought in the opinion of this Chamber to be given up, even if a custom of old standing. The Committee, however, make a very wide distinction between such trade usages so universally adopted and any existing practices which may have been introduced with a view to deception. The latter are of course condemned by this Chamber, but at the same time the Committee must point out that as goods are manufactured, made up, stamped, and packed in Manchester it is there that the evil can best be remedied.—I remain, &c.,

H. W. J. WOOD, Secretary.

CHAMBER OF COMMERCE, MANCHESTER, *5th, October* 1881.

H. W. J. WOOD, Esq., Secretary Bengal Chamber of Commerce Calcutta.

DEAR SIR,—Your letter of the 28th June last regarding short lengths in cotton goods has had the attention of the Committee appointed by this Chamber to consider the subject, and I am instructed to reply. The Committee of your Chamber recommends the adoption of one uniform yard "stick" of 36 in., and you remark that this suggestion which had been made in your previous communication of 31st January does not appear to have had the attention that it merits, whereas in my letter of 24th May you will find it stated that "a yard is by English law 36 in., and no custom of trade can alter this." Whilst, however, no yard short of 36 in. is recognised, it has been customary in certain trades for manufacturers to give, under the term "long stick" 36½in. or 37in. to the yard, the practice having, it is believed, been adopted with the intention of covering the loss of the retailer in cutting off and selling portions of a piece. You will at once see that this Chamber cannot attempt to interfere with such an arrangement between seller and buyer. Your letter appears to have been written under the misapprehension that the irregularities complained of have their origin in ambiguity as to what number of inches constitute a recognised yard in this market, but no such ambiguity exists. The irregular practices emphatically condemned alike by the Chambers of Commerce in India and Manchester appear to have mainly originated in the compliance of shippers with instructions and suggestions received from India. This view of the case is borne out in remarks on the subject contained in the Bombay Exchange Price Current of 12th

July last, closing :—" It is not surprising that a native dealer should order such goods, but it is certainly not creditable to the Bombay commercial reputation that such orders should be executed by European houses." I enclose copy of a letter on this subject recently received from the Bombay Chamber of Commerce, and of the reply which I been directed to make, and I am to add that even such trade usages as those to which your Committee refers, do not, in the opinion of the Directors of this Chamber, in any degree warrant the stamping of any description of goods other than their actual length ; and they agree with your Committee that such practices should immediately be discontinued. It will be seen, however, that the Manchester Chamber is as powerless as is that of Bengal in a legal sense, and my Directors have come to the conclusion that the only way in which they can assist in the very desirable effort to put an end to the irregular practices under consideration is to give publicity to them. With this object they have instructed me to publish the whole of the correspondence, and they hope your Committee may agree with them in thinking that a similar course might with advantage be adopted both at the ports and in the interior of India, in the native as well as in the English press.—I am, &c.,

THOMAS BROWNING, Secretary.

CHAMBER OF COMMERCE, MANCHESTER, *5th October*, 1881.

The SECRETARY CHAMBER of COMMERCE, Madras.

DEAR SIR,—I am instructed by my Directors to forward to you the enclosed copies of correspondence between this Chamber and those of Calcutta and Bombay regarding the making-up and stamping of cotton goods for India, and to express the hope that your Chamber also may think it desirable to secure the publication of this correspondence in both the English and Native newspapers throughout your Presidency.—I am, &c.,

THOMAS BROWNING, Secretary.

APPENDIX T.

REPORTS ON THE NATIVE OPIUM CROPS AND ON THE IMPORT, CONSUMPTION, AND PRICES OF OPIUM IN CONSULAR DISTRICTS IN CHINA.

From H. B. BRISTOW, Esq., Her Britannic Majesty's Acting Consul at Tientsin, to the SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce,—No. 84, dated 27th September, 1880.

TIENTSIN.

In accordance with instructions received from Her Majesty's Minister at Peking, I have forwarded to Her Britannic Majesty's Consul at Shanghai, for transmission to the Government of India, a specimen of the best quality of unadulterated Persian opium imported into this district, and have the honour to inclose a memorandum with reference thereto.

Memorandum to accompany specimen of Persian Opium.

	Taels.
1 Tael of Persian opium is sold retail at	00·32
1 Packet of Persian opium containing 3 catties 2 taels ...	14·20
1 Picul of Persian opium	468·00

(This price includes *likin* and all charges amounting to taels 42.)

Persian opium is very rarely smoked by itself; it is chiefly used for adulterating Malwa or the better classes of native opium.

H. B. BRISTOW,
Her Majesty's Acting Consul.

Her Britannic Majesty's Consulate, Tientsin, 27th Sept., 1880.

Memorandum accompanying a specimen of Persian Opium.

CHEFOO.

The amount of Persian opium imported into Chefoo during the year 1879 was 207 piculs—a picul being equal on an average to a chest of Indian opium. But of this amount 48 piculs were re-exported. When of good quality, Persian drug has been in great demand lately on account of its comparative cheapness.

It is, as a general rule, smoked by the poorer classes, who mix it with Chinese opium. The re-export was, it is said, necessitated by the drug having been adulterated with sugar, which, after scooping out the interior of the cakes, is commonly introduced to fill the

vacuum, and thus the native vendors secure a greater profit on their ventures.

As regards the present year, the average prices of foreign opium have ruled as follows :—

Malwa	...	...	...	...	...	560 per picul.
Persian	...	...	...	...	...	445 ,,
Patna	...	...	...	...	...	472 per chest.
Benares	...	...	...	...	...	658 ,,

The consumption of foreign opium this year did not equal that of last year, in consequence of native opium being in great abundance and much cheaper. Consequently the Chinese used the latter in preference.

Her Majesty's Consul.

Her Majesty's Consulate, Chefoo, the 10th December, 1880.

The cost of the specimen of opium is $ 4!

From C. A. SINCLAIR, Esq., Her Majesty's Consul at Foochow, to the SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce,—No. 91, dated 10th November, 1880.

FOOCHOW.

I am sending to Her Majesty's Consul at Shanghai, for transmission to your department, in accordance with instructions from Her Majesty's Minister, a small box containing two specimens of pure Persian opium in a prepared state for the pipe, to accompany this letter which goes under cover to the Consul at Shanghai.

Annexed I beg to transmit a memorandum of particulars on the subject of Persian opium, which may be useful to the Government of India.

Memorandum.

1. The average market price of Persian opium at Foochow has been $ 600 per picul for a term of years.
2. The bulk of the drug placed on this market is what has been rejected by the dealers in Hong-Kong.
3. See my report on Persian opium enclosed in my despatch No. 43 of the 26th of last May, giving a table of the importation of this drug from 1872 to 1879.
4. An increase in the consumption of Persian here is always at the expense of Malwa or native drug.
5. The consumption for the current year will show a decrease on last year's owing to abundant native crops (which in the north are interfering with Indian opium also).
6. Persian opium is a sort of inferior Malwa, and about the same as native drug.
7. It is scarcely used by the Chinese in this province in an unadulterated form ; it is mixed with Malwa and passed on the buyers as wholly Malwa.
8. It is used by the poorer classes mostly.
9. The Government of India should bear in mind that while Malwa pays an export duty of Rs. 750 or $ 350 per chest, Persian opium is exported free of any tax, thus showing the extent to which

it can damage the prospects of Indian drug, the more so when it is considered how much less it costs to produce Persian drug in Persia than Malwa in India, owing to the inferiority of the former kind.

Hence it is the profits of the Persian traders are enormous; and this again has encouraged competition and the extension of the area of opium cultivation in Persia.

Memorandum on the status of Persian Opium in the Amoy Market, 10th September, 1880.

AMOY.

The present published market price of best Persian opium is $ 640 (£120) per chest, the weight varying slightly in the neighbourhood of 133 lbs. The Likin Tax is $ 115 (£21-12) per chest, making a total cost to the retail dealer of $ 755 (141-12) per chest, or, estimating the weight of a chest at 133 lbs., £1-1-3½ per lb. The specimen marked (1) was obtained from a retail opium shop; it weighs 5½ oz. and cost $ 2 (7*s.* 6*d.*, equal to £1-1-10) per lb. This shows rather small margin of 6½*d.* per lb. for the retailer's profit, but careful enquiries made in several quarters have only served to confirm the accuracy of the figures given above. The value of best Persian opium is just now unusually high in Amoy, owing to a temporary increase in the demand coming on a limited stock with short supplies.

The specimen marked (2) was given to the native office writer by a friend of his in the trade, and is sent merely for purposes of comparison in quality, no price being attached to it.

GEORGE BROWN,
Assistant and Interpreter.

Her Britannic Majesty's Consulate, Amoy, 10th Sept., 1880.

Report on the use of Persian Opium at Kiukiang.

KIUKIANG.

The accompanying samples of opium, one of which is Persian and the other Szechuan, have been purchased from a native dealer in Kiukiang.

Sample No. 1, Persian opium, or "Chiu-Hua-hung" as the Chinese call it, varies in price from taels 450 to taels 470 per picul of 133⅓ lbs.

A fair demand for this kind of the drug has sprung up within the last three years, and, from what can be learnt from native merchants, it is probable that it will be maintained, if not, indeed, extended.

The import of Persian opium for the years 1878 and 1879 amounted to 172 and 204 piculs, respectively. Previous to 1878 there was little demand for it. During the period ended the 30th September, 124 piculs only were introduced into the port, but, taking the imports of the first three months of the present year as representing a fair average of what may be expected to be imported during the present quarter, we find that the total will be increased to, say, about 170 piculs, or the same amount as was consumed in 1878.

It is true that this kind of opium is not universally known, and, from what I have been led to believe, those who do know of its exist-

ence in the market do not appreciate it. It is said to have a peculiarly disagreeable and rough taste, besides not having the potency or strength of the Indian drugs. It is rarely indeed, if ever, smoked alone, but serves the native dealers as a means of adulterating the more commonly used Malwa. This they do in the proportion of 3-10ths of the former to 7-10ths of the latter.

Those in this district who are possessed of sufficient means and can afford to be particular in their choice of opium, smoke Malwa in its normal state. Patna is only used among the few Cantonese, who are resident here; but the majority of opium smokers, country people, and fishermen living along the banks of the Yangtsze, have to content themselves with a less costly substitute. They find that the native, or Szechuan, opium is not productive of the same results they have been accustomed to in more prosperous times, and they introduce into their daily allowance a small quantity of the more powerful and not so expensive Persian opium.

The price of Malwa opium (Hsiao-tu) is just now from taels 570 to taels 620 per chest of one picul, according as it is new or has been stored for several years.

Sample No. 2, Szechuan opium, sells in the market here for from taels 300 to taels 340 per picul. It is not much smoked in this province, which produces no native opium; but as it does not pass through the Imperial Maritime Customs, no statistics are procurable. Its use is principally confined to the western provinces of the empire, to which a proportionately small amount of the foreign drug finds access.

Appended is a table showing the amount of opium of all kinds imported since the year 1863.

HERBERT F. BRADY, Acting Consul.

Kiukiang, 12th November, 1880.

Comparative Table showing the importation of all kinds of Opium at Kiukiang since the year 1863.

YEAR.	Malwa.	Benares.	Patna.	Persian.	Total in Piculs.
1863	2,027	...	7	...	2,034
1864	2,194	...	7	...	2,201
1865	2,428	2	48	11	2,487
1866	2,415	...	25	6	2,426
1867	2,224	...	20	...	2,244
1868	1,927	...	12	3	1,942
1869	1,911	...	10	2	1,923
1870	2,079	...	6	27	2,112
1871	2,071	...	10	8	2,089
1872	1,992	...	14	2	2,008
1873	2,365	...	19	...	2,384
1874	2,958	...	15	...	2,973
1875	2,311	...	9	6	2,326
1876	2,073	...	4	1	2,078
1877	1,926	1	4	1	1,932
1878	1,510	...	8	172	1,690
1879	1,960	...	6	204	2,170
Up to 30th September 1880.	1,635 (50)	..	8 (10)	124	1,767[illegible]

Memorandum.

TAIWAN.

The samples of opium accompanying this memorandum are—

(*A.*) *Turkey opium, unprepared for smoking.*—Said to be produced in the neighbourhood of Smyrna, and imported via Hong-Kong as Persian opium. Average price here $ 710 per picul of 133⅓ lbs. The highest price given for this class of drug ranges from $ 750 to $ 780 per picul, whilst the present market rate is only $ 685.

(*B.*) The same description of drug as (A), but prepared for smoking by boiling down; touch 91. This opium is in considerable request, the demand far exceeding the supply, the production being very limited.

(*C.*) *Persian opium, unprepared.*—This is the description of Persian opium most in demand at this port; it is of very fair quality; touch 1879-80; present price $ 665 per picul. Persian opium is generally from $ 20 to $ 30 cheaper than Turkey. The import is steadily increasing, to the detriment of Benares, which has lately fallen some $ 15 per picul, in consequence of recent importations of Turkey and Persian.

(*D.*) Persian opium of the same quality as (C), but boiled down and prepared for smoking.

(*E.*) A mixture of sesamum seed and native opium, which is largely smuggled into this district. The import is strictly forbidden by the Native authorities, on the ground that being able, in consequence of its cheapness, to compete with foreign drug, considerable loss is thereby caused to the revenue of the country. A specimen of this mixture is forwarded, as, until the recent prohibition of the import, both Persian and Benares opium were suffering from the competition with it.

Some delay has been incurred in obtaining the above-mentioned samples owing to the non-importation of this class of Persian and Turkey opium during the hot summer months, and the stocks remaining on hand consisting solely of inferior and unsaleable descriptions.

PELHAM WARREN, Acting Consul.

Her Majesty's Consulate, Taiwan, 5th Nov., 1880.

Memorandum.

TAMSUI.

The two specimens of Persian opium contained in the tin sent herewith are of the same quality. The smaller one was given to me by the Agent of Messrs. Tait & Co. All the foreign firms happened just at this time to have disposed of all their stock of good Persian opium, and this was a little piece that Mr. Best happened to have left in his hong. As I was afraid that the specimen was too small, and the opium was, from long keeping, somewhat soft, Mr. Best obtained for me the larger piece at a cost of $ 7·04.

The consignment from which these specimens were procured, was disposed of, to clear stock, at $ 655 per picul; the price of similar

opium has, since 1st January, varied between this figure and $ 690. Three years ago, similar drug would only have fetched from $ 580 to $ 610 per picul. This is the best quality of unadulterated Persian opium imported at Tamsui. It is consumed chiefly on the east coast of the island in the district known as Kapsulan; it is sometimes mixed with Benares opium in the proportion of one part Persian to three parts Benares, and sometimes with native drug in the proportion of seven parts Persian to three parts native.

COLIN M. FORD, Acting Consul.

Her Majesty's Consulate, Tamsui, 11th Sept., 1880.

From C. ALABASTER, Esq., Her Britannic Majesty's Consul at Hankow, to the UNDER-SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce,—No. 12, dated 7th March, 1881.

I have the honour to enclose my periodical report on opium.

Hankow—Report on Opium, 1880.

The net imports of opium during the year show a decrease on the preceding year as follows :—

	1879.	1880.
	Piculs.	Piculs.
Malwa...	2678·62	2303·64
Patna	579·22	584·51½
Benares	.....	4·80
Persian	36·00	61·00
Total...	3293·84	2953·95½

or 339·88½ piculs in all.

This is accounted for by the fact that in 1879 the opium crop in Honan and Shenshi was reduced to a minimum by the anti-opium decrees being rigorously executed; this raised the price of Szechuan opium, where the cultivation was not interfered with, to an average cost of taels 300 per picul, and brought Malwa into demand,—good prices, taels 560 to 580, being maintained during the year. But in 1880 the native crop proved an abundant one, the prohibition having been practically relaxed, and the price of native opium sinking to taels 230 per picul, while the prices of Malwa in India were maintained, and the demand for Malwa fell off over one-eighth.

In Patna there was an increased demand owing to an increase in the Lekin at Canton, leading some of the districts supplied thence to find it cheaper to procure their drug on the Hankow market. The Benares opium figuring in the return appears to have been an isolated consignment, for there is no demand for it in the market. The increase in the import of Persian opium from 36 piculs to 61 piculs is unaccounted for, as it is unsaleable in the market in Hankow, and the native importers have so far kept the secret regarding its destina-

tion ; probably it is forwarded to Szechuan and sold there as foreign drug : what has been imported by foreigners it has been impossible to dispose of.

In regard of the coming year, it is reported that the native crop is ruined from want of rain, the last four months having been unusually dry, and the report is supported by the sudden and otherwise unaccountable rise in native drug, which is now quoted at taels 275 to 280, rise of 45 to 50 taels per picul.

From C. T. R. ALLEN, Esq., Her Britannic Majesty's Consul at Newchwang, to the SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce,—No. 6, dated 17th February, 1881.

In obedience to instructions from Her Majesty's Minister to inform you of every circumstance connected with the opium trade, which I may think of interest, I have now the honour to inform you that the customs statistics give the following table of the import of opium for 1880 compared with that of 1879 :—

—	Malwa.	Patna.	Benares.	Turkish and Persian.	Total.
	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.
1879	2,141	98	63	151	2,453
1880	1,071	30	55	24	1,180

This great decrease is entirely due to the increased cultivation of the poppy in these provinces. The harvest last year was unusually good, and native opium is consequently so cheap that a further diminution in the import of the Indian drug may confidently be expected in 1881. In fact, it is expected that Newchwang may ere long form a port of export for opium to other parts of China.

From E. H. PARKER, Esq., Her Britannic Majesty's Consul at Ch'ungk'ing, to the SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce,—No. 1, dated 25th April, 1881.

I have the honour to forward herewith, for the information of His Excellency the Viceroy in Council, a copy of some unpolished notes which I made during a recent journey through some of the opium districts.

OPIUM.

In the eastern part of Sz Ch'uan, opium is planted in the ninth or tenth moon, and is grown on both level paddy-lands and on hill-sides. The largest quantity of opium is produced from the dark sandy soils or loams,—(*yu* (or *hê*) *sha t'u*)—less, from the redder soil (*hung sha t'u*) ; and less again from the lighter-coloured sorts (*pê sha t'u*). The *sha t'u* or loams (also called *sha ni*) are more productive than the

corresponding clayey soils (*ni t'u*), which are similarly distinguished into three kinds ; but the best clay may equal the mediocre, whilst it is always more productive than the light-coloured loams.

The description of soil affects only the quantity of opium. The quality varies according to climate, sun, situation, and local peculiarities ; and, above all, according to the amount of manure and ashes used.

The best opium is distinguished by its tawny bright colour (*pao sê*), which becomes apparent when the finger is passed over the drug. The very best Sz Ch'uan opium is said to come from Ts'ing-k'i, several days' journey to the south-west of the capital ; and from Kien Chou, a day's journey to the south-east. Other places have local reputations, as, for instance, the market town of Lao Ch'ang, twenty *li** south of Ch'ungk'ing.

If it rains heavily during the night which elapses between the lancing and the scraping of the capsule, this bright tawny colour is not to be found, or not so much as if it had not rained.

The poppy usually requires three or four manurings, for which purpose pig and human dung is chiefly used. Some of the rich soils, however, require no manure at all, and, in such cases, if applied, the plant sickens and collapses. The first is applied when the land is being prepared for the seed ; the second, when the poppy is two or three inches out of the ground,—and this consists of five parts of water to one of dung. At the next application, only three parts of water are mixed with the dung. The last application is made when the plant is about a foot high, and consists of two parts of water to one of dung. All are, in the riverine districts, east of Ch'ungk'ing, usually applied before the close of the year.

From what I have myself seen in the richest poppy-fields, it appears to me that 15 feet square, or 225 square feet, produce about one ounce of unsweated opium, worth 80 or 90 cash the ounce. After being exposed to the sun and air, this is reduced to half the weight—worth, however, double the value. But it is very difficult to ascertain from the peasants what proportion of the drug is to be obtained from land which would yield a given quantity of rice or wheat, as the grain-crops vary as widely as the poppy-crops, according to local and fortuitous circumstances : but from 100 to 200 ounces of opium (sweated) would appear to represent two local *tan*, or 800 catties of unthreshed rice, equal to 400 catties of threshed rice. Land which would yield 800 catties of wheat would ordinarily yield 150 to 250 ounces of opium ; but skilled labour must often be hired for the gathering in of the juice, at wages ranging from 60 to 100 cash a day for each man (for, if cut too deep, the juice runs back into the plant) ; and this, together with the cost of the manure, considerably reduces the difference in money value between a crop of opium and one of grain.

The price obtained for the sweated opium at Ch'ungk'ing is from 160 to 180 cash the ounce, and the good colour is ten cash dearer than the dull. The present price of paddy is from 6,000 to 7,000 cash the 800 catties, against from 17,000 to 34,000 cash for the opium. Wheat is about 6,000 cash the 400 catties (threshed).

When first the natives of Sz Ch'uan began to cultivate the poppy,

* 1 *li* = ⅓ mile.

they extracted the juice by the slow process of making incisions with an ordinary knife. Now they have a sort of double, triple, or quadruple-bladed knife, either made fast to the finger or held in the hand, tied together like a fork or toothcomb, in such wise that the incisions can be more rapidly and lightly made than before. All the knives I saw were quadruple chisel-like blades of copper, tied together by silk cords, and presenting a slanting face to the capsule. They were held in, not made fast to, the hand.

The capsule is lanced one day, in one or two places, and the exuded juice scraped off the next morning, with a copper or bamboo knife, into a bamboo pot. A night must always intervene between the lancing and the scraping. Sometimes a second incision or pair of incisions is made a few days later, and in some cases I saw six, and even eight, rows of lance-cuts round a capsule. In Yün Nan two incisions of the double blade are said to be always sufficient.

The Shanghai Delegates are mistaken in saying that the seed is sown in the first moon, and the juice gathered in May. In Eastern Sz Ch'uan the poppy is often in flower during the first moon, and the juice is extracted during the third, and sometimes even in the second moon. Transplantation, however, or thinning, may take place during the first moon; but some districts are later than others. I found Fu *Chou* and Pa *Hien* (Ch'ungk'ing) much earlier than K'i-Kiang, which, again, was ahead of Nan-Ch'uan. In Kwei Chou (Chengan and Wu-ch'uan) in the third moon the poppy was not more advanced than I found it in the twelfth and first moons around Ch'ungk'ing.

At the end of the third or the beginning of the fourth moon (where the crop has been early) the stalks are cut and burnt for potash, or as fuel; the seeds are used for eating purposes, and fetch 700 cash the peck (*tou*): oil for lamps and cooking is also extracted therefrom; the husks are used for medicine; and the leaves serve for manure, or are given to the pigs.

I believe opium will not growe late in the year—anyhow, no opium is grown as a summer crop. One reason is enough: according to Sz Ch'uan custom, the land—most of which is cultivated by tenant farmers, on terms closely approaching the *métayer* system—is let out at rates which vary according to the amount of *ya-tsu*, or "deposit," placed with the proprietor, and returnable when the lease is abandoned by the tenant. The usual terms are seven-tenths of the rice-crop to the landlord, and three-tenths to the tenant. The whole of the spring crop, (*siao-ch'un*),—beans, peas, wheat, rape, turnips, carrots, &c., belongs to the tenant, as also does the poppy, or anything else he may choose to plant. The present Governor General attempted to put a stop to the cultivation of the poppy on his accession to office; but the people, when they enquired at the local *yamêns* whether the prohibition was serious or no, were privately told to plant their crops in as little conspicuous places as possible. I saw several prohibitory proclamations on my way up the river in December 1880, but every one said that it was impossible to stop the cultivation, and that the people would at once rise if it were seriously attempted, as the only substantial profit their hard lives brought them was derived from the cultivation of the poppy.

The large and populous department of Fu *Chou* is literally covered

with the poppy. I walked thence to Ch'ungk'ing by way of the south bank, and found nearly the whole male and female rustic population gathering the juice. I am told that the five market towns which cluster round the township (subject to Fu *Chou*) of Ho-yü P'ing, on the north bank, produce the best and most opium in the department.

The chief centres of the opium production in Sz Ch'uan are Fu *Chou* and Fêng-tu *Hien*, where there is an annual opium-fair during the third month, and to which the produce of the districts of Ch'ang-shou, Yün-yang, Wan *Hien*, and Chung *Chou* is brought for sale. Their combined trade does not fall short of taels 3,000,000 a year. The Fu *Kwan*, or Fu *Chou* customs, nets taels 20,000 a year on the *likin*. As this is levied at the rate of taels 3 for each thousand nominal ounces (in reality, 100 catties or 1,600 ounces), of a nominal value of at least taels 100 (actually nearer taels 150, or, adding the 600 extra ounces, quite taels 200), this fact alone would make it clear that the sales reported at the Customs must amount to taels 1,500,000 annually for Fu *Chou* only.

Next comes Kien *Chou*, a little to the south-east of the provincial capital; and Yung-Ch'uan and Ta-tsu both not far to the west of Ch'ungk'ing, and each with an annual fair, and a trade of at least taels 500,000. The districts to the extreme east, such as K'ai *Hien* Chung *Chou* and Wan *Hien*, as has been mentioned, centre their trade at Fêng-tu, and perhaps also at Yün-yang.

One of the very best qualities of Sz Ch'uan opium is locally said to come from a place in the Pa district (Ch'ungk'ing Fu) called Lao Ch'ang, about 7 miles from the right bank of the Great River. In quality it approaches the Yün Nan drug. I doubt, however, if it is known a hundred miles from Ch'ung-k'ing. It was not ripe when I walked through in February. A very superior quality is also said to come from K'ai *Hien*—so, at least, I was told on my way up the river; but this statement lacks confirmation at Ch'ungk'ing.

Quite three-quarters of the 154 departments and districts of Sz Ch'uan grow the poppy, more or less;—in fact, the Tibetan frontier districts, and those places subject to frost and snow, are the only exceptions:—and in all sorts of soil and land, except on the steep hill-sides. Yet in the Tsun-i and Sz-nan Prefectures of Kwei Chou province (the former of which was once included in Sz Ch'uan) I noticed opium, though in a very backward state, growing on the barrenest of soil and the steepest of hills, at an elevation of 2,000 and 2,500 feet above the sea.

Nearly all the opium which is exported from Sz Ch'uan is largely adulterated with the scum left after boiling (*Cha-tsz*) with sesame and pea nut oils, skin-glue, &c.; but that which goes to Hankow is not so badly adulterated as that which goes to Siang-t'an, in Hu Nan, and Loh-Ch'ang, in Kwang Tung, which latter contains 30 per cent. to 40 per cent. of oil and glue.

In the reports sent by Her Majesty's Consuls from Canton, in the compilation of which I was occasionally called upon to assist, it has been repeatedly stated that very little is known in that province of native opium, which is only to be found in Nan-hiung. Such, also, were the repeated assurances of the Parsee merchants. It is asserted here, however, that Kwang Tung province takes between

taels 1,000,000 and taels 2,000,000 worth of Sz Ch'uan opium every year, by way of Fu-Chou, Shih-nan, Ch'ang-tê, and Siang-t'an.

On all sides the cultivation of the poppy is said to be increasing, and it is stated to be chiefly the white-flowered poppy. Such, also, has been my experience over the thousand miles I have as yet travelled in Sz Ch'uan, where the red poppy seems quite the exception. The people say that the red-flowered poppy is the better, but it ripens later; whereas the white-flowered has a double chance of favourable weather.

Sz Ch'uan opium *(ch'uan t'u)* is the rule with smokers below Ch'ungk'ing, but above that city Yün Nan opium *(nan t'u)* is smoked in equal proportions. The well-to-do classes smoke Yün Nan everywhere, and even the adulterated foreign drug, or the genuine article smuggled from Hankow: but the official and gentry class is so infinitesimally small, except at the capital and in the largest towns, that their predilections cannot much affect the rule.

Sz Ch'uan opium is described as being hot *(tsao)*, whilst Yün Nan is mellow *(hsün)* and more satisfying *(sing tê)*—both qualities being still more manifest in the foreign drug.

At Sü-chou *Fu* (Sui *Fu*) Yün Nan opium pays a *likin* tax of three mace the 100 ounces, and at Ch'ungk'ing an *octroi* of the same amount if it has not already passed Sui Fu. Local opium is said to be more lightly treated in point of taxation, though the tax, be it called *likin* or *octroi* is the same,—taels 3 the 1,000 ounces.

At Ch'ungk'ing there is a special expectant *taotai* in charge of an office called the "Opium *Likin*," who levies an *octroi* of taels 3 the nominal 1,000 ounces, or 100 *catties*. The tax on Sz Ch'uan opium for Hu Peh, passing K'wei-Chou Fu, is said to be fixed at taels 3 the 1,000 ounces duty, and taels 3 the 1,000 ounces *likin*; but none, or next to none, goes by the water route. Another taels 3 duty is, or should be, charged at Ich'ang, and a small "squeeze" is payable at P'ingshan Pa, at the upper entrance to the Ich'ang gorge: but, as has been stated, very little, if any, goes by water. The business is nearly all managed by a company of overland porters *(li hang)*, who convey loads of about 1,200 ounces from Ch'ungk'ing to Hankow for taels 10,—they guaranteeing its safe delivery, and the payment of all taxes and expenses *en route*. The only tax of importance, however, is a small tax at Fu *Chou*, where the officials seem to be on the best of terms with all traders. I met one of these pedaneous traders near K'ai *Hien*, on his way back from Ich'ang. He had sold his opium for 230 to 240 cash the ounce, and obtained a net profit of 5 cash the ounce. It is perfectly well known to the authorities that this overland trade is carried on; but as several instances have occurred within recent years where officials have been murdered at out-of-the-way barriers provokingly placed in the way of such porters on the Yün Nan and Kwei Chou frontiers, no attempt is made to put a stop to it. Very little goes to Ich'ang, however, as there is no convenient overland route. It chiefly goes, by way of Shih-nan in Hu Peh, to Sha Shih, to which place the porterage is taels 8.

Owing to the excessive adulteration of Sz Ch'uan opium, some merchants are said to have lost as much as three-fourths of their capital

at Hankow during the year 1880, the opium being almost unsaleable at any price. Perhaps the recovery of Shen Si and Shan Si from the effects of the drought is partly the reason for the check in the demand for Sz Ch'uan opium.

Sz Ch'uan opium is hawked about, not in packages, but in cups, the drug being of the consistence of butter. The juice, when scraped off (*shêng chiang*), is sold by the villagers at from 70 to 90 cash the ounce. It has then to be sweated (*jû han*) by being alternately exposed to sun and breeze for a month, besides being frequently stirred and having the water poured off. After this, its weight is reduced by about one-half, and its value raised to 150 or 160 cash the ounce; in this state it is called *shêng t'u* or "raw opium." It must now be boiled. For this purpose oak-charcoal fuel is used. The rich usually boil their own by a pound or so at a time; but there are also boilers who retail the *kao*, or prepared opium, to small purchasers. One catty of opium is first boiled in, say, three catties of clean river-water; it is then filtered into a jar, through a fine bamboo sieve, covered with a layer of *ts'ao chih*, or bamboo-made paper. The dregs or scum which remain on the surface of the paper are the *cha-tsz* with which inferior opium is adulterated. Half a catty of a clean boiling water is now poured through the paper and sieve, and the whole is again boiled in a copper pan. The operator draws up the opium in strings, like makers of toffy, to see how it is progressing, and, when of the right consistency, he puts it with a flexible spud into a horn or porcelain box. One catty of the *shên t'u* (*i.e.*, two catties of *chiang*) will thus produce 11 to 12 ounces of *kao*. The price has now risen to 500 cash the ounce; and the drier the better.

Yün Nan opium is exported in considerable quantities to Burmah, as well as to Sz Ch'uan; but the dangers of the route and the heavy taxation said to be imposed or threatened by the British Burman authorities are alleged to restrict this trade.

There are four qualities of Yün Nan opium. The best is the *shan han*, from Ta-li, Ts'u-hiung, Yung-peh, Yung-ch'ang, and the country around—here the sun is hottest, and the poppy most exposed to the sun's rays. The second best is the *shêng-hwo*, from Yün Nan, K'uñ-yang and Sin-hing—in fact, the lake districts. The third is the *chung lu hwo*, from Tung-Ch'uan, Chao-t'ung, and Lu-tien; and the worst, the *kin-ho-hwo*, from the borders of the Great River. Most of the Yün Nan opium for Sz Ch'uan, including that which does not go to the great emporium of Hui-li *Chou*, passes by way of Sui-*Fu* to Ch'ungk'ing, whence it is sent *viâ* San-yüan or Sha Shih to Shen Si and Shan Si; and also into Hu Nan and Hu Peh. By the time it reaches Ch'ungk'ing the Yün Nan opium has more than doubled in price, for at the producing markets it is sold at as low a rate as taels 6 the 100 ounces.

A great stimulus was given to the Yün Nan trade in 1878 by the famine in Shen Si and Shan Si. Both grain and opium were required by those provinces, and, on account of the great demand for grain in Sz Ch'uan, less opium was planted that year, in consequence of which the chief demand fell upon Yün Nan. During 1878 the prices of Sz Ch'uan and Yün Nan opium went up to taels 16 and taels 22 the 100 ounces respectively. In 1879 they fell to taels 15 and taels 20, and in 1880 to taels 11 and taels 15. The best kind (*hao*) from "the region

behind the mountains" (*shan hou hwo*)—*i.e.*, Ta-li *Fu*, and the region between it, the capital, and Hui-lo *Chou*—is now (middle of April) taels 16, having gone up from taels 15 to this figure within the last month. The lake district opium was taels 14, and is now taels 15; the *Chung lu*, or "middle-road" sorts from Chao-t'ung and Tung-ch-nan now cost taels 14, having risen from taels 13; and the fourth quality from the region of the Great River (*K'in-ho-hwo*) is quoted at taels 13, having risen from taels 12.

Yün Nan opium is in considerable demand in Shen Si and Shan Si provinces, where Sz Ch'uan opium is not esteemed. It is said to be the only other Chinese opium which at all approaches the Shen Si drug in quality. It comes from Yün Nan, in packages of 100 to 160 and 180 ounces, done up in oil-paper. It is of a red colour, whilst Sz Ch'uan opium is blacker. The redder or yellower kinds become yellower with age and the blacker kinds blacker; the older the opium, the more pronounced its colour and the higher its price. If boiled thrice, instead of once, the Yün Nan opium is said to be quite equal the Indian, but, instead of eleven ounces of prepared drug, only four remain after this ordeal.

At Yün-yang, Yün-Nan opium was quoted to me at 240 cash the ounce in December last. The Shanghai Deligates reported in 1869 that Yün Nan produced more opium than Sz Ch'uan; but a native of Yün Nan, who has travelled widely in both provinces, informs me that Yün Nan does not export as much as Sz Ch'uan, and this statement seems reasonable when it is reflected how little Yün Nan can have yet recovered from the effects of the late devastating rebellion, and in what a wretched plight the roads are still. He considers, however, that the quantity of Yün Nan opium annually produced is increasing. Of the whole opium consumption in Sz Ch'uan, he estimates that about nine per cent. is from Yün Nan. Yün Nan opium pays in Yün Nan a tax of taels 3 the 1,000 ounces, which frees it throughout the whole province. Twenty-four cash are paid at each station for the *visa* of the certificate. The same tax is paid at Sui *Fu* on arrival in Sz Ch'uan, and, as before, this should free it for the whole province, except that examination-fees must be paid.

Kwei Chou opium is not very popular in Sz Ch'uan, where, however, its price is about the same as, or even a little higher than, the local drug. It is considered too strong (*hên*) alone, but is mixed with Sz Ch'uan opium in the proportion of one to ten. It goes by the name of *Kwo-pei-tsz*, or "pan-burnt," and comes to Sz Ch'uan in hard cakes of 20 to 500 ounces in weight, done up in young bamboo leaves. I met peasants carrying about these cakes in the Kwei Chou market towns: the opium looked precisely like cobblers' wax.

The reason why Kwei Chou opium is called "pan-burnt" is, because it is sweated over a fire in large pans, instead of being exposed to the sun and air. The explanation is that the sun is not seen so often as the rain; but my experiences of Kwei Chou and Sz Ch'uan during the second and third moons were just the reverse. Nothing could be worse than the Kwei Chou roads, on which the shoulder-pole has entirely given way to the back-cradle: the hard-baked opium is thus more conveniently carried. It is 20 per cent. more satisfying than the Sz Ch'uan drug.

Nothing can be asserted with certainty as to the general results of

this year's crop of Yün Nan, Sz Ch'uan, and Kwei Chou opium until after the sixth moon. At present it is stated that the Fu *Chou* cultivators have been discouraged, on account of the evil effects resulting from adulteration; that a fall or two of snow in several localities where snow is a rarity did injury to the young poppies by causing them to "curdle;" and that the want of rain has so far affected the amount of juice yielded.

As to old opium, the Mahomedan purchasers from Ho Nan and Kan Suh having now put in an appearance, prices for Yün Nan and Sz Ch'uan kinds, which had gone down in the twelfth and first moons, have now risen 8 or 9 per cent. The Shah Shih price is usually about taels 3 above the Ch'ungk'ing price per 100 ounces, and the pulsations, started for any reason at one of these ports, soon travel to Hankow and Sui-Fu.

There seems to be absolutely no genuine Indian opium consumed in Sz Ch'uan, unless it be that an official now and again brings a ball with him from Hankow. A very small amount is brought in a prepared state from Canton in ten-ounce tin cans, and is mixed with an equal portion of Yün Nan opium, with the addition of about 10 per cent. of sesame oil,—this latter for its fragrant, not for its narcotic, properties. The total trade of Ch'ungk'ing is said not to exceed taels 20,000 a year, and is carried on by a circuitous land route in order to avoid taxation. At Fu *Chou* the foreign drug is treated as *Kwang-hwo*, or "Canton produce," in each 100-catty box of which a tin or two of opium is placed; and no doubt a very satisfactory understanding exists between the officials of that place and the Canton traders. Though foreign opium is not sold in the shops, except in the adulterated form of *kung-kao* or *kung-yen*, two sorts of it are known by name,—the one, "*jén-t'ou*," or "man's skull drug;" and the other, "*siao t'u*," or "small drug." The *kung-yen* is exceedingly expensive, fetching 1,000 cash the ounce. Doubtless the enormous profits made by those engaged in the trade induce them to keep it very dark. Of all the opium-smokers in Sz Ch'uan, barely one per cent. smoke *kung-yen*. At Yün-yang it was quoted to me at 500 cash the ounce, having probably come from Ichang or Hankow.

Persian, Benares, and Turkey opium do not appear to be known even by name.

I am inclined to think that if, in the event of Ch'ungk'ing being opened to foreign trade, an arrangement were made to import direct a large consignment of the finest Indian opium, to be sold at a loss, and this were followed by another consignment, sold a little dearer, the wealthy and timid Sybarites, who vegetate in Ch'ungk'ing, having once acquired the taste, would pay any price for its continuance. A sudden *coup*, however, would be the only way to evade the watchful Cantonese, who now secure the profits and discredit Indian opium.

An intelligent native, who has travelled far and wide in this province, estimates that, of private families, small farmers, and country labourers, not 10 per cent. smoke opium; of shopkeepers, 20 per cent.; of hawkers, soldiers, and military hangers-on, 30 per cent.; of boatmen, 40 per cent.; of large wholesale tradesmen 80 per cent.; of civil officials and their hangers-on, and of wealthy landowners,

90 per cent.; of actors, prostitutes, &c., 95 per cent. Of all that is smoked, he estimates that 90 per cent. is Sz Ch'uan opium. He says that it has been found in history that China suffered from an opium-smoking mania during the Mongol Dynasty of the 13th century.

I noticed no shocking effects from smoking during my travels. Only two out of my 18 followers smoked, and these were the best men. Opium-shops are common everywhere. In Ch'ungk'ing there are 2,000 at least—that is, one for every 100 souls; but you seldom see livid or debauched faces. The Brigadier-General, who sleeps all day and smokes all night, and who (when I occasionally dine with him) has to leave the table for a smoke, is one of the heartiest-looking of all the Chinese officials.

I was informed a few weeks ago by the acting Bishop or Pro-Vicar of East Sz Chu'an that a general conference had been held at Lu *Chou* last year to discuss the question whether the Native Christians should be allowed to plant the poppy. (They are not allowed to smoke or deal in opium.) Opinions were divided, and the Pope's fiat is now awaited.

That it is easy enough to break off the habit of smoking I have satisfactorily proved by curing one of my servants within ten days. He used a drug prepared by Messrs. Watson & Co., the Shanghai chemists, and has never smoked since he took his first dose of the powder.

E. H. PARKER.

Ch'ungk'ing, 25th April, 1881.

Dated 23rd June, 1881.

From P. J. HUGHES, Esq., Her Britannic Majesty's Consul at Shanghai to the SECRETARY to the GOVERNMENT of INDIA, Dept. of Finance.

I have the honour to enclose a report on the trade in opium at this port during the year 1880, being an extract from the annual trade report which I am about to forward to the Foreign Office.

Report on the trade in Opium at Shangai.

"Of foreign produce imported, the item of largest value continues to be opium, the gross value of which was Haikwan taels 21,360,616, or, taking the value of the Haikwan tael at 5*s.* 9*d.*, £6,196,803 14*s.* 1*d.*

Table No. V. shows the total import into Shanghai and the amount locally consumed of Indian and Persian opium during the past three years. These figures indicate a large falling off, amounting to nearly ten thousand piculs in the total import of Indian opium for 1880, as compared with the previous year.

On reference to the subjoined statement, which shows how the opium imported here is distributed, we find that, as a rule, there was a decrease in the shipments to other ports as compared with 1879.

The following figures show the quantity of opium re-exported from Shanghai during the years 1879 and 1880 :—

To	1879.		1880.	
	Indian.	Persian.	Indian.	Persian.
	Piculs.	Piculs.	Piculs.	Piculs.
Newchwang..	2,009	158	1,112	62
Tientsin	4,697	599	3,205	447
Chefoo..	4,141	204	2,264	178
Hankow	3,352	35	2,906	51
Kinkiang	1,856	198	2,214	173
Wuhu...	3,174	89	3,239	60
Chinkiang	10,150	710	9,904	595
Ningpo	6,952	122	6,703	60
Wenchow	59	...	55	...
Foochow	23	71	219	19
Amoy				
Swatow				
Hong-Kong	336	137	509	50
London	...	...	...	2

Newchwang, Tientsin, Chefoo, Hankow, Chinkiang, Ningpo, Wuhu, and Kinkiang are all supplied with foreign opium from Shangai. All these ports, with the exception of the two last named, imported less opium than in 1879. Only a small quantity of foreign opium goes to Wenchow, as native opium is extensively grown in the country near that port. The main supply of the southern ports is obtained from Hong-Kong.

There was also a decrease in the amount of foreign opium (excepting in Benares) consumed locally in Shanghai, as will be seen from the figures below :—

Shanghai Local Consumption.

	1879. Piculs.	1880. Piculs.
Malwa	1,365	1,271
Patna	9,171	6,831
Banares.	5,555	6,244
Persian	150	140

This state of affairs points no doubt to the extended cultivation of the poppy in China, and to the increasing favour in which the native product is held. But the falling off is chiefly due to the market having been overstocked, the import of opium in 1879 having been exceptionally large.

In Shanghai itself, native opium is little used compared with the quantity consumed at other ports. The amount which was reported to the branch of the Customs under foreign management was, it is true, six times as large in 1880 as in 1879, namely, 718 piculs as compared with 118 ; and a still more remarkable increase is apparent in the returns for the first quarter of 1881 : 629 piculs of Szechuan opium having passed through the Customs as compared with 49 in the corresponding quarter of last year. The crop of 1880 is reported to have been large,

the quality good, and the price is less than half that of Malwa. Still it is said that unmixed native opium is rarely smoked in Shanghai. It is chiefly used for mixing with Patna, and the mixture, which is made up into the shape of Malwa, is, according to information obtained from one of the leading opium merchants, sometimes passed off by the Chinese dealers in the interior as genuine Malwa.

At other ports in the vicinity of which the poppy is cultivated, smokers are more familiar with the native article. While, therefore, there is reason to believe that the native drug is making itself felt on the seaboard in competition with Indian opium, the latter is making no impression upon the Western half of China where native opium is in general use. In fact, we hear of a considerable quantity of Chinese opium finding its way across the frontier into Upper Burma.

In the meantime people who have once acquired the taste for one kind do not easily change to the other, and this fact, even without regarding its superior quality, is sufficient to account for the popularity which Indian opium has hitherto maintained on the seaboard of China.

The following table shows the amount of Szechuan opium imported into Shanghai via Haukow in vessels of foreign build. Other kinds of Chinese opium are brought here, but no accurate information is obtainable :—

Total Import.

	Piculs.
1871	11·58
1872	310·39
1873	148·70
1874	75·17
1875	891·35
1876	1600·45
1877	1079·54
1878	798·09
1879	117·41
1880	718·36

No. 111, *dated 22nd June*, 1881.

From A. R. HEWLETT, Esq., Her Britannic Majesty's Consul at Canton, to the UNDER-SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce.

With reference to Mr. Westland's letter No. 238, dated Simla, the 4th May 1871, and addressed to Her Majesty's Chargé d'Affaires at Peking, I have the honour to forward herewith, for the information of His Excellency the Viceroy, my Opium Report for the year 1880.

Opium Report.

The opium crop gathered this year is reported to have been generally above the average, and in some places, such as Honam and Kuldja, appears, from the accounts of travellers, to have been unusually abundant. The consumption of native opium is undoubtedly extending, especially among the lower classes, who cannot afford to indulge in the more expensive Indian article. The bulk of the native drug brought to Canton comes from Yunnan by sea by way of Pakhoi. Szechuan and Kuichow opium also reaches the Canton market,

coming down the north and west rivers. In former years, and as late as 1874, Szechuan opium was brought here by the coasting steamers arriving from Shanghai. But the difficulty of transport down the Yangtsze and the rapacity of the officials at the numerous *likin* stations on that river made the traffic so burdensome that it was discontinued for some time. Of late, however, an amicable arrangement was arrived at between the governments of the provinces where the opium was grown and those of the provinces through which it was to pass, that there should be a single and uniform charge made at the barriers, and that of a trifling amount compared with the former exactions. As to the Szechuan opium which comes overland, I am informed that it is brought the whole distance to Canton and here sold publicly without paying any customs duty, or in fact any kind of governmental charge other than the *likin*, which is said to be comparatively light.

The price of native opium averages from twenty to twenty-four taels of silver for every hundred of Chinese ounces of the drug, according to its quality. Indian opium has been lately averaging from $ 15.50 to 18.50 per ball, each ball weighing about 3½ catties, or say 4½lb. Nothing is more likely to affect the price of Indian opium than the improvement and increase in the quality and quantity of the native article.

The taxation to which opium entering Canton in foreign bottoms is liable is as follows :—

	Per chest. Taels.
Import Duty	35 (?)
Likin..	23
Haifang or Coast Defence Tax	30
TOTAL ...	88

There is a difference between the amount levied by the tariff rates of the foreign Customs and that charged by the native officials, the latter being fixed at a lower figure to attract native shippers.

As regards the Haifang tax, which was first introduced about eighteen months ago, ostensibly to supply funds for coast defence purposes, it does not seem to have been attended with much success. It is generally understood that this new impost has given such an impetus to smuggling as to cause a considerable diminution in the receipts of the opium revenue. A native connected with the Haifang Board states that smuggling has become so rife since the institution of the tax that where one ball of opium escaped payment in former days, at least three or four do so now.

In addition to the dues above enumerated, there is another tax now threatening opium importers, called *kao li*, or duty on prepared opium. The collection of this tax is at present in abeyance, for the simple reason that the native merchants decline to pay it.

Dated 10th August, 1881.

From T. L. BULLOCH, Esq., Her Britannic Majesty's Acting Consul at Wuhu, to the ASSISTANT SECRETARY to the GOVERNMENT of INDIA.

I have the honour to forward herewith a report on opium for the present year.

Report on Opium at Wuhu.

1 and 2. At this port there is no possibility of ascertaining anything concerning the opium crop in the great opium-producing provinces in the south-west, north-west, and north-east of China.

3. As I do not hear of any crusade against opium cultivation anywhere in China at the present moment, I do not doubt that the cultivation is increasing generally. Such is certainly the case in this neighbourhood, though the rate of increase is not rapid, nor the quantity produced large enough to be of any importance for the present. The native opium produced in this province is all grown in the departments on the north bank of the river, a small quantity in Ho Chow, in Lu-chow Fu, in Lin-an Chow, and perhaps in other places, and a larger quantity in Show Chow, further north, somewhat more than a hundred miles away from this place. Throughout all the abovementioned districts the cultivation is regarded as illegal and is carried on more or less surreptitiously away from the high roads and frequented places. The crop this year is reported to have suffered somewhat, but not seriously, from drought.

4. During the past year there has been no action on the part of the local authorities here affecting opium.

It is generally known that the Imperial Government has under consideration a scheme for increasing the *likin* on foreign opium, so as to make the total taxation on it 150 taels (about $225 to 230) per *picul* of 100 *catties* (133 lbs. av.), and to tax native opium at some lower rate which would bear the same proportion to its value that 150 taels does to the value of foreign opium. Hitherto no taxtation on native opium has ever been sanctioned by the Peking Government, though taxes and duties have undoubtedly been charged on it under various pretences. The rumour that this increase in the taxation of foreign opium was to take place, and take place immediately, excited a very brisk trade for a short time, about two months ago, at Wuhu, all dealers with money or credit laying in as large a stock as they could, before the rise in duties might take place. The apprehension of an immediate change and consequent desire to purchase have now apparently died away again.

5. Native opium seems slowly to be coming more and more into use in the Treaty Ports and districts supplied with foreign opium. In the neighbourhood of the ports it is used altogether for mixing, and never, as far as I can learn, for smoking pure. A little Szechuan opium comes to Wuhu. *Piculs* 8·13 were passed through the foreign custom-house here towards the end of last year, and *piculs* 7·07 during last quarter. More must have been brought in secretly, a small quantity at a time, by native boats and travellers. But the total amount must still be very small. It was said at the end of last year that among the better class of smokers here in the port of Wuhu itself a demand had sprung up for Szechuan opium for mixing with Malwa. It is now said that opium from Show Chow above mentioned is taking the place of Szechuan for mixing with foreign opium sold to some of the outlying districts supplied from Wuhu. It is only quite recently that the opium-makers of Show Chow have become able to solidify the juice properly. They now make balls which are quite firm, except in very hot weather; but formerly Show Chow opium always remained in a semi-liquid condition. The proportion in which

native opium is mixed with Malwa is said to vary from 1 in 10 (*i. e.*, 1 to 9) to 4 or 5 in 10.

The Customs returns do not show that the consumption of native opium has diminished that of foreign opium in this part of China. But it has doubtless prevented the increase in the consumption of the latter from being so great as it would otherwise have been.

The retail prices of opium at Wuhu are said to be approximately—

Malwa,	$ 0·48 to $ 0·50 per Chinese oz.	(1⅓ oz. av.)
Szechuan,	$ 0·33 "	"
Show Chow,	$ 0·25 "	"

Show Chow opium is said to cost about $ 0·12½ per Chinese onnce, which would be $ 200 per *picul* of 100 *catties*, at the place of production, before paying any duty. I have given the retail prices because the native opium trade seems to be almast entirely retail, and my informants can give me no quotation for wholesale prices.

I know nothing likely to affect the price of opium here beyond what I have montioned, under paragraph 4, with regard to increase of duty.

6. The import of Persian opium is *piculs* 58 in the year 1880-81 against *piculs* 91 in 1879-80. There is, therefore, no sign that Persian is likely to assume a prominent position in the market. Though such might doubtless be the case any day if more care or skill were employed in its manufacture, and it were regularly turned out of good consistency and colour at its present price, even without any improvement in its strength or flavour.

I give a table of the import of opium into Wuhu in foreign vessels for the two years from July 1879 to June 1881.

1879-80.

	July to September.	October to December.	January to March.	April to June.	Total.
Malwa	802	951·50	443·50	674	2,871
Patna	...	2·40	1·20	...	3·60
Persian	22	19	35	15	91
Total Foreign...	824	972·90	479·70	689	2,965·60
Native (Szechuen)	...	...	...	...	...

1880-81.

	July to September.	October to December.	January to March.	April to June.	Total.
Malwa	813	938	509·50	858	3,118·50
Patna	3·60	1·20	1·20	3·60	9·60
Persian	13	12	29	4	58
Total Foreign...	829·60	951·20	539·70	865·60	3,186·10
Native (Szechuen)	...	8·13	...	7·07	15·20

T. L. BULLOCH, Acting Consul.

Wuhu, 6th August, 1881.

Dated 30th June, 1881.

From M. H. P. McCLATCHIE, Esq., Her Majesty's Britannic Consul at Chefoo, to the SECRETARY to the GOVERNMENT of INDIA, Department of Finance.

I have the honour to forward herewith an extract from my Report on the Trade of this Port for the year 1880, which relates to opium.

Extract from M. H. P. McClatchie's Report on the Trade of Chefoo during the year 1880.

A very decided decrease in the import of Indian opium is shown in the year 1880, whilst that of Persian has increased; but I will speak of each kind *seriatim*.

Malwa.—Although during 1880 the total import of Malwa into China is supposed to have reached the usual number of chests, viz., about 40,000, yet the consumption throughout the whole country was much less than in former years.

Chefoo alone showed a decrease of one-third, as compared with the average of the preceding four years, and of 45 per cent. as regards 1879. This will be seen from the following summary :—

1876.	1877.	1878.	1879.	Total.
Piculs	Piculs.	Piculs.	Piculs.	Piculs.
2,456 73/100	2,355 36/100	3,529 89/100	3,575 79/100	11,917 77/100

The average, therefore, during the abovementioned four years was *Piculs* 2,979 76/100, whilst during 1879 the import was *Piculs* 3,575 79/100 against *Piculs* 1,916 76/100 only in 1880. It may perhaps be as well to remark that a chest holds a picul on an average.

The causes of this decrease appear to have been (1) the unsettled state of the country owing to the fear prevailing of the probability of war breaking out between China and Russia, in consequence of which the native merchants confined themselves to smaller transactions than heretofore; (2) the unusually large crop of native drug, this being about 50 per cent. cheaper than foreign drug, naturally would better suit the pockets of the consumers; and were it not that it is necessary to mix a certain amount of the foreign article with the native, in order to render the latter fit for smoking, there is reason to think that the consumption of the foreign drug would have been much smaller than it was. Moreover, the increased import of Persian opium cannot fail to have affected the Malwa market prejudicially.

The prices ruling in 1880 for Malwa fluctuated greatly from month to month, but it may be considered that the average rate per picul was Taels 560, which is about the equivalent of £160 Sterling. Sub-

joined is a table showing the prices ruling from month to month during 1880 :—

	Taels.
January	per picul 540-555 @ 565
February	565
March	550
April	565 @ 573
May	565
June	565
July	572
August	572 @ 568
September	568 @ 571
October	571 @ 555
November	No quotations.
December	555

It is hardly necessary to remark that the amount sold in the several months at the different prices above stated varied considerably. In one month a large business may have been done, whilst in another the demand may have been small ; but I have no means of ascertaining what the exact sales from time to time were.

Patna is little consumed in Chefoo and the surrounding districts, because it is higher in price than Benares, which is very similar to it. In 1880 only some 31 chests were imported, of which 6 were re-exported, so that the net total of the import was 25 chests and no more. The price rose gradually from Taels 437 at the beginning of the year to Taels 481, which latter was the closing quotation of the year.

Benares.—The demand for this drug has increased a good deal of late years in Chefoo, as the following figures will show :—

1876.	1877.	1878.	1879.	1880.
Piculs.	Piculs.	Piculs.	Piculs.	Piculs.
32 40	64 80	126 15	33 60	212 48

This increase to a small extent goes towards making up for the falling off in Malwa. Like Malwa, the price of Benares fluctuated a good deal. Beginning the year at Taels 408 per chest, the quotations rose to Taels 470 ; afterwards the market fell to Taels 440 per chest, and in a short while again rose to Taels 477, which was the closing price of the year.

Persian opium has been coming into China in large quantities from year to year of late. Not long ago it was hardly heard of, but now it is actually beginning to affect the Malwa market. The following was the net import into Chefoo during the last five years :—

1876.	1877.	1878.	1879.	1880.
Piculs.	Piculs.	Piculs.	Piculs.	Piculs.
Nil.	1	98 50	207	148

In 1880 the gross import was 188 piculs, but 40 piculs were re-exported. This re-export is due partly to the abundant crop of native

drug, but more, I am inclined to think, to the practice the Chinese dealers have, before retailing it, of scooping out the inside of the cakes and filling up the cavities with sugar, thereby greatly enhancing their gains.

"*Persian* is made up in two ways,—small cakes and large cakes. The smaller cakes are about Taels 10 per picul cheaper than the large ones. The market price, however, differs greatly at various seasons, ranging from Taels 350 to Taels 450 per chest. In 1880 the average price for small cakes was from Taels 430 at Taels 440, and of large cakes Taels 440 at Taels 450 per chest. The small cakes are preferred in Chefoo.

Native Drug has been grown very extensively during 1880, and this has, as I have stated before, reduced the demand for foreign opium. I have endeavoured to get hold of some statistics of the native crop, but I have not succeeded I am sorry to say.

Return of Opium imported from, and re-exported to, Foreign Countries and Chinese Ports during the year 1880.

IMPORTS.

DESCRIPTION.	Value per picul.	IMPORTED FROM FOREIGN COUNTRIES.		IMPORTED FROM CHINESE PORTS.		TOTAL IMPORTED.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	£ s. d.	Piculs.	£ s. d.	Piculs.	£ s. d.	Piculs.	£ s. d.
Malwa	159 14 3	100	128 0 0	2,097 76	335,345 14 3	2,098 76	335,478 14 3
Patna	131 8 7	.....	.....	31 20	4,188 5 9	31 20	4,188 5 9
Benares	128 11 6	228	291 14 3	319 20	41,055 8 7	321 48	41,347 2 10
Persian	125 14 3	.....	.....	188 00	23,551 2 10	188 00	23,551 2 10
Native	85 8 7	.....	.....	1 71	149 2 10	1 71	149 2 10
Total	.....	328	419 14 3	2,637 90	404,289 14 3	2,641 48	404,709 8 6

RE-EXPORTS.

DESCRIPTION.	RE-EXPORTS TO FOREIGN COUNTRIES.		RE-EXPORTS TO CHINESE PORTS.		TOTAL RE-EXPORTS.		NET TOTAL IMPORTED.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Piculs.	£ s. d.	Piculs.	£ s. d.	Piculs.	£ s. d.	Piculs.	£ s. d.
Malwa	.....	.....	182	28,788 0 0	182	28,788 0 0	1,916 76	306,685 14 4
Patna	.....	.....	6	824 0 0	6	824 0 0	25 20	3,364 5 7
Benares	.....	.....	9	1,174 5 9	9	1,174 5 9	312 48	40,172 17 3
Persian	.....	.....	40	4,714 0 0	40	4,714 0 0	148 00	18,837 2 10
Native	.....	.....	.....	.....	...	.....	1 71	149 2 10
Total	.....	.....	237	35,500 5 9	237	35,500 5 9	2,404 18	369,209 2 10

M. H. P. McCLATCHIE, *Consul.*

No. 25M., dated 20th July, 1881.

From W. DONALD SPENCE, Esq., Her Brittanic Majesty's Acting Consul at Ichang, to the ASSISTANT SECRETARY to the GOVERNMENT of INDIA, Department of Finance.

I have the honour to enclose a Report on Native Opium for the Season 1880-81.

Opium Report of 1881, *at the Port of Ichang.*

The crop of opium gathered this spring in the western parts of the province of Hu Pei is much smaller than that of last year, which was the largest on record. A greater breadth of land was sown with poppies than in previous years ; but the resulting crop has proved to be only, what the Chinese term, a 65 per cent. one, the opium being deficient, too, in quality and flavour. The young plants were injured by the severe drought of last winter, which lasted the whole of the three winter months, and excessive rains in spring injured the flowers.

No opium is produced in the district in which the city of Ichang is situated ; but from the hill regions of the other six districts comprised in the Ichang prefecture, about a hundred piculs annually are sent to market here and at Shashih, after local wants are provided. About half of this amount comes from the district of Patung, and, under the name of *Ch'iao T'u*, it fetches a high price and is in high repute. The production of the adjacent prefecture of Shih Nanfu is much larger, being estimated for the past season at five hundred piculs, and that of the whole of Western Hu Pei is given by opium merchants here at two thousand piculs.

Although the habit of opium smoking is far more prevalent in the west of China than in the seaboard provinces, no foreign opium, either Indian or Persian, is consumed. The city of Ichang I take to be a fair type of a western town in this respect, and a few statistics regarding it will give some idea of the extent to which opium smoking prevails. It contains a population of from 20,000 to 30,000 according to the number of junks lying off the city. There are between 600 and 700 opium shops, or rather dens in it, selling from 3 to 5 ounces of opium each per day, and at the low average of 3½ ounces ; this gives a total consumption per annum for this small city of 475 piculs, each of 133 lbs. It is smoked at rates varying from 240 to 320 copper cash an ounce, so that Ichang expends per annum $220,000 per annum at least on this luxury. Of this amount, 8 per cent. consists of Szechuen growths, one per cent. of home grown, and one per cent. of Yün Nan or Kweichow opium. All opium delivered in Ichang for local consumption pays Tls. 12·00 per picul *lekin* tax. This not exorbitant tax is sufficient to foster a most vigorous system of smuggling, which makes all statistics untrustworthy. I am told that only a third of the opium consumed pays this lekin. Smuggling is rife amongst boatmen and travellers, and indeed amongst people of all classes who may be journeying from west to east, or from country to town. In November last the youth of the prefecture assembled here for the triennial examinations, 1,300 candidates for the civil examinations, and 1,000 for the military. The great majority of these literary youths came here with their pockets and baggage full of smuggled opium,

some of which they smoked and the rest they sold to defray the expenses of their examination. This is the school in which Chinese officials are trained now-a-days.

The Szechuen crop is reported to me to be very deficient, being only 70 per cent. to 80 per cent. of last year's, in the districts of the province known to opium merchants and money changers here. The production of these is reported to me at 45,000 piculs, but there is little doubt that this is an under-estimate, considering the immense acreage in eastern Szechuen now given to the poppy, and the extent of country which Szechuen, after satisfying the demands of her own numerous and hard-smoking population, supplies with opium. The main highway for merchandise from west to east is the river Yangtsze; but opium is seldom carried that way, as the barrier dues are too heavy. To avoid these, Szechuen opium for the east is carried overland across the mountains which cut off Szechuen from the central plains of China. The barrier authorities have lately reduced the dues on opium both here and at Kueikwan in order to attract the growing opium trade back to the river; at Kueikwan the opium due of Tls. 30·00 per picul has been reduced to Tls. 4·50, and at Ichang, where formerly Tls. 30·00 a picul was also levied, the *lekin* authorities now offer to pass a picul as 20 catties (1 picul = 100 catties), thereby reducing the due to Tls. 6·00. These facts are interesting in other respects as showing the fiscal freaks which Chinese provincial officials consider themselves at liberty to indulge in. Of late Szechuen opium has been figuring amongst the exports of native produce at Hankow, and in 1880 piculs 927 were sent from that port to other ports in China in foreign vessels. It pays there an *ad valorem* export and coastwise duty of 7½%, so that, as far as regards the duties levied by the Imperial Maritime customs, Szechuen opium and Indian opium are pretty much on a footing of equality. It is worthy of note that the Szechuen product, when brought after an exceptionally expensive transit as far east as Hankow, can afford to pay a 7½% duty there, and still be quoted at a low figure in the markets of the seaboard. When steamers ply regularly to this port during the whole year, it is probable that there will be a considerable export of Szechuen opium. Its cheapness, or at least the cheapness of the product known by the trade name of *Ch'nan T'u*, causes it to be in great demand amongst the poorer classes throughout large sections of the country. It sells here at Tls. 14 odd per 100 Chinese ounces' (⅓th of 133⅓ lbs. Avoird.), as against Tls. 15·60 for Patung opium (*Ch'iao T'u*) and Tls. 17 for Yün Nan (*Nan t'u*).

In the province of Yün Nan opium cultivation is increasing enormously. It is already the main crop of the province; and though it appears incredible, I am informed that the production of Yün Nan will soon equal that of Szechuen. Two English missionaries traversed the province last January, *en route* from Bhamo to Chungking, and they reported to me that the province is fast recovering from the ravages which attended the suppression of the Mohammedan rebellion. Already, they say, it is difficult to discover the desolation described by the members of the Grosvenor Mission in 1875, as the lands are being reclaimed on every side, and devoted, in the winter at least, to the poppy. They described the country as a sea of poppies. Fabulous

accounts are given to me by the Chinese here as to the amount of opium now produced in Yün Nan, the most modest of these placing it at 40,000 piculs. Kweichow opium has a bad reputation here, but of course there is a demand for it amongst poor people who cannot afford anything better. The production of the province is estimated at from 10,000 to 20,000 piculs according to the season. The opium of Yün Nan and Kweichow, under the name of *Yan t'u*, finds its way to eastern markets by way of the Tungting Lake, and its affluents, and to the south direct.

The crop of opium in the west is thus estimated here—

	Piculs.
Western Hu Pei	2,000
Eastern Szechuen...	45,000
Yün Nan	40,000
Kweichow	10,000

in all 97,000 piculs. But these figures are not to be relied on ; in all probability the Yün Nan product is exaggerated slightly, and it is certain that the Szechuen crop is very much larger than it is here represented to be. Trustworthy statistics of the amount of land now devoted to opium in these provinces, of the average yield, of its cost and profit and information as to the conditions and methods of cultivation which would be sufficiently accurate for purposes of comparison, could only be obtained by a Consular officer spending a whole winter season in the great opium districts I have named. He should be accompanied by an officer of the Indian Government conversant with opium culture there ; or, if that is impossible, he should first visit the opium country in India, in order to acquaint himself with the culture, manufacture, and tests of good opium, and thereby obtain standards for accurate observation here. He should also be furnished with ample funds, so as to move about with expedition, to employ an adequate staff of observers, and to buy, if necessary, information which he may fail to procure otherwise.

In western Hu Pei there has been no interference with opium farmers or opium cultivation by the officials, nor, as far as I have been able to ascertain, by any of the authorities of the provinces named in this report. In Yün Nan it receives direct official encouragement, and in all the cultivation is free. Its product is regarded as a fertile source of revenue to the Exchequer, of pelf to officials and smugglers, of profit to farmers and merchants, and of pleasure to all. Nearly everybody smokes, and everybody smuggles it about the country when he can ; and in this matter there is no difference between rich and poor, lettered and unlettered, governing and governed.

W. DONALD SPENCE,
Acting Consul.

15th July, 1881.

From W. S. AYRTON, Esq., Her Britannic Majesty's Acting Consul at Newchwang, to the SECRETARY to the GOVERNMENT of INDIA, Dept. of Finance and Commerce,—No. 55, dated 10th November, 1881.

I have the honour to forward a report on the cultivation of native opium in this province during the present year.

Report on Native Opium.

A large increase is to be noted in the amount of opium planted during this year as compared with previous years in Manchuria and the neighbouring provinces ; in Kirin especially, where but little was planted last year, an abundant crop is said to have been gathered in. In this province the districts of Chang-tu-Ting and Hing-shing have produced the largest crops, both being places that did not cultivate much last year.

In the immediate neighbourhood of Newchwang, at one place only, Haichêng-Hsien, about 30 miles to the north-west, is the crop reported as not having been up to the amount of last year ; at Kai-ping-Hsien, however, some 20 miles to the south-east, the crop has been better than usual, and the crops are said to have been above the average everywhere else in the province.

The price of the native drug at Newchwang during July last was tael 0-3-2 per Chinese oz., and is now tael 0-2-8 per oz., the price having fallen owing to the increased amount brought in from the country. The cost of Indian opium is tael 0-5-8 per oz. for Malwa, and tael 0-5-4 for Patna. The cheapness of the native drug has succeeded in supplanting the Indian in the Newchwang market to the extent of some 75 per cent., while the consumption among officials and people is on the increase.

Indian and Persian opium is no longer sent into Mongolia, to the north-west of this province, from here, though up to last year it used to be so sent, native being now solely consumed there.

The opposition of the higher officials to the cultivation of opium, which was so active last year in Kirin as almost to put a stop to it altogether, seems to have died out this year, the consequence being the increase in the crops already noted.

I have been unfortunately unable to obtain any statistics as to the amounts actually produced, but all accounts agree that this year's supply of native opium has been an exceptionally good one.

On the other hand, a great reduction is observable in the amount of foreign drug brought into the port of Newchwang this year. No foreigners are interested in this trade, the business being entirely in the hands of Chinese, who find it more profitable to purchase for themselves in the Shanghai market such amounts as they may require.

The following table, taken from the Customs Returns, gives the amount of Indian opium imported into Newchwang during the period from 1st January to 30th September, 1881 :—

	Piculs.
Net import of Malwa	294·44
" " " Patna	36·20
" " " Benares	43·20
" " " Persian	1·00
TOTAL ...	374·84

The amount imported during the same period of 1880 was—

	Piculs.
Net import of Malwa	784·97
" " " Patna	21·90
" " " Benares	40·20
" " " Persian	26·00
TOTAL ...	873·07

W. S. AYRTON,
Acting Consul.

British Consulate, Newchwang, 10th November, 1881.

APPENDIX U.

INDIAN WHEAT.

No. 3857 OF 1881.

REVENUE DEPARTMENT,

BOMBAY CASTLE, *4th July*, 1881.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I have the honor to forward, for the information of the Chamber of Commerce, copy of Government Resolution No. 3805, dated the 1st instant, together with copies of the papers therein referred to on the subject of Indian wheat.—I have, &c.,

H. A. ACWORTH,
Acting Under-Secretary to Government.

No. 3805.

REVENUE DEPARTMENT,

BOMBAY CASTLE, *1st July*, 1881.

Resolution of the Government of India, Home, Revenue and Agricultural Department, No. 7—153-165, dated 14th May 1881—Forwarding copy of a despatch from the Secretary of State with its enclosures; and requesting that they may be favoured with the required information on the points therein mentioned relative to the cultivation of wheat in this Presidency.

RESOLUTION.—Copies of the Government of India's Resolution, and of the supplemental report therein referred to, should be forwarded to the officers named in Government memorandum No. 814, dated 16th February 1880, with a request that they will favour Government with the information, in a concise form, required by the Secretary of State on the points mentioned in paragraphs 2 and 3 of his despatch embodied in the Government of India's Resolution.

2. Copies should also be forwarded to the Chamber of Commerce at Bombay and Karachi.

H. A. ACWORTH,
Acting Under-Secretary to Government.

SUPPLEMENTAL REPORT ON INDIAN WHEAT.

The Report on Indian wheat by Dr. Forbes Watson in 1879 made definite allusion to the weevilled condition of the samples received

for valuation from the Punjab and Sind. In consequence of this a second series of samples were forwarded from the Punjab during 1880 for supplementary valuation and report. It is with especial reference to these samples that the following observations are submitted.

The samples, as enumerated below, were sent from the following localities :—

District.	No. of Samples.	District.	No. of Samples.
Delhi	7	Jhelum	2
Gurgaon	1	Gujrat	3
Karnal..	5	Shahpur...	8
Hissar	2	Mooltan...	3
Rohtak..	13	Kohat	5
Sirsa	3	Rawalpindi	13
Ambaila	2	Muzaffargarh	6
Ludhiana	2	Jhang	11
Simla	4	Bannu	1
Jullundur	3	Peshawar	4
Hoshiapur	4	Hazara	4
Kangra..	3	Montgomery	11
Amritsur	3	Dera Ghazi Khan ..	14
Gurdaspur	6	Dera Ismail Khan ...	19
Sialkot...	11		
Lahore...	11	Total ...	192
Ferozepore	4		
Gujranwala	4		

Although some of these samples were weevilled they were not destroyed to such an extent as to prevent their approximate valuation, and the majority were in excellent condition.

The valuation was undertaken by the same expert as on the previous occasion which has ensured the necessary uniformity essential for comparison. The advanced prices ruling in the English market at the time of this last valuation (11th October 1880) must, however, be taken into account in comparing the two valuations. The prices ruling at the time of the first valuation are given in the report. The prices ruling at the time of this second valuation are as follows :—

MARK LANE CORN EXCHANGE, 11th October, 1880.

English red	per imp. qr.	39s. to 43s.
,, white.	,,	42s. to 47s.
Dantzig	per 496 lbs.	—
Rostock and Pomeranian. ...	,,	46s. to 51s.
Petersburg	,,	None.
Saxonka	,,	48s. to 50s.
Nicolnieff and Odessa Ghirka ...	,,	42s. to 46s.
Berdianski and Marianople ...	,,	None.
Danubian	,,	None.
Taganrog Ghirka	,,	44s. to 46s.
,, hard	,,	48s. to 50s.
Australian	,,	50s. to 51s.
New Zealand	,,	44s. to 54s.
Californian and Oregon	,,	None.
White Ameriacan & Canadian..	,,	46s. to 47s.
No. 1 Milwaukee	,,	48s. to 49s.
No. 2 do.	,,	46s. to 47s.
No. 2 spring...	,,	45s. to 46s.
Red winter, new	,,	47s. to 48s.
,, old	,,	50s. to 52s.

Calcutta, No. 1, white	... ...	per 496 lbs.	48s. to 49s.
,, No. 2, ,,	... ...	,,	46s. to 47s.
,, ordinary	... ...	,,	44s. to 45s.
,, red ...	... ...	,,	42s. to 43s.
,, hard . .	... ...	,,	44s. to 45s.
Bombay, red and white	... ...	,,	46s. to 50s.
Kurrachee	... ...	,,	44s. to 46s.

By comparison of the prices at the two periods a considerable advance will be noticed in 1880. In reference to this, the valuer has stated in reply to a request for a statement of the relationship which the prices at one period bore to the other, that "we may take the average rise in value of wheat on the 11th October 1880, as compared with 14th March 1879, to be, say 4s. 6d. per quarter of 480 lbs. On some kinds, such as Russian Ghirkas, the increase in value is, from special causes, much more, say about 8s. per quarter of 480 lbs. ; but taking the market value as a whole, the increase is as above stated."

In consequence of this condition of the markets it has been thought to be advisable to present the valuation as it has been made, with its relation to the prices ruling in October 1880, since any attempt by means of a diminution to the extent of 4s. 6d. per quarter all round would be inadequate, for the 8s. advance in Ghirka would represent also a greater advance than 4s. 6d. in all the class of Indian hard reds, some of which greatly resemble Ghirka. This will to a great extent explain the apparently great anomaly of hard red wheat bearing so low a price in the former valuation, and so high a one in the present.

The whole collection of 192 samples may be found classed in the following table :—

Denomination.	Value.			Total.
	48s. 6d. and above.	46s. 6d. to 48s	46s. and under.	
A.—Soft white ...	17	14	—	31
B.—Hard white ...	17	40	10	67
C.—Soft red	3	22	6	31
D.—Hard red. ...	1	36	22	59
Mixed	—	—	—	4
	38	112	38	192

By computing the whole of the 192 samples at the rates quoted, always taking the lowest value where a range of 6d. or 1s. is allowed, the result is a very satisfactory one, as it gives an average value per quarter of 46s. 10½d. against 39s. 8d. for the whole of India in the previous valuation, or an advance of 7s. 2½d., which cannot be all attributed to advanced prices.

Only seven samples were valued at or below 41s. 6d., which is scarcely 4 per cent., whereas in the previous valuation fully 14 per cent. of the total of samples valued were below 37s. per quarter. In the present instance, with but one exception, all the inferior samples

(with a value under 41s. 6d.) were sent from Dera Ghazi Khan and Dera Ismail Khan, the low price being occasioned by the dirtiness of the samples, which includes under the term "dirty" an admixture of barley or other grain.

A.—*Soft white wheat.*

The samples which fall under this heading do not extend over such a wide range of value as did those of the previous valuation. They are arranged in order of prices in the following table, the approximate value at the period of the last valuation in February 1879 would have been about 4s. 6d. per quarter less.

Numbers in Valuation List.	Locality.	Weight per Bushel	Price per Quarter.	Remarks.
		lbs.		
117	Muzaffargarh ...	63	50s. 6d. to 51s.	Very finest, like Oregon.
110	Rawalpindi	62½	50s. 6d.	Very fine, like Australian.
19	Rohtak	64	50s.	Like Australian.
67	Lahore...	62½	"	Ditto.
69	Ditto	62½	49s. 6d.	Ditto.
156	Rohtak	62½	49s. to 49s. 6d.	Extra No. 1.
158	Ditto	62	"	
159	Dera Ghazi Khan ...	62	"	
15	Hissar	62½	49s.	Like Australian.
43	Amritsur	64	"	Ditto.
137	Hazara...	59	"	The low weight caused by weevils; price, if free from insects; like Spanish.
138	Ditto	60	"	Ditto.
75	Ferozepore	63	48s. 6d. to 49s.	Like Chilian.
98	Kohat	61½	"	
157	Rohtak	62½	"	
132	Peshawur	63½	48s. 6d.	
165	Dera Ghazi Khan ...	60½	"	Extra No. 1.
3	Delhi	64	48s.	Like Chilian.
12	Karnal...	62½	"	Like Australian.
13	Ditto	61½	"	Ditto.
22	Sirsa	62	"	
23	Amballa	63	"	Like Kubanka.
66	Lahore	63	"	Small round.
145	Montgomery	61	"	
4	Delhi	62½	47s. 6d. to 48s.	Like Chilian.
26	Ludhiana	58½	47s. 6d.	
47	Gurdaspur	61½	"	Like Chilian.
6	Delhi	63	47s. to 47s. 6d.	Like Californian.
61	Lahore...	61½	46s. 6d.	Small round.
74	Ferozepore	62½	"	
78	Gujranwala	61	"	

These 31 samples have therefore only an extreme range of 4s. to 4s. 6d. per quarter, the highest being from 50s. 6d. to 51s. and the lowest 46s. 6d. Making allowance for the difference in market value

at the two periods, these would all fall within the two highest groups of the classification adopted in Dr. Forbes Watson's Report, 25 of them being of the quality denominated "superior," and 6 of "No. 1 Club." The one sample, No. 117, valued at from 50s. 6d. to 51s., with a weight of 65 lbs. per bushel, would not be equal to the Delhi sample No. 273 of the Report then valued at 48s., which at the date of the present valuation would have advanced to about 52s. 6d. Although some of the samples were "weevilled" more or less, the valuation has been based on the value of the grain in a sound state.

B.—*Hard white wheat.*

In the previous valuation only three samples of hard white wheat were valued from the Punjab, whereas there are no less than 67 in the present series. By arranging the whole of these in gradation according to price, it will be observed that they compare favourably with the samples previously reported on from the whole of India.

Numbers in Valuation List.	Locality.	Weight per Bushel.	Price per Quarter.	Remarks.
128	Jhang	64	49s. 6d. to 50s.	Like pearl barley.
113	Muzaffargarh. ...	64	49s. 6d.	Ditto.
109	Rawalpindi	61½	49s.	
139	Montgomery	61½	,,	Mixed.
161	Dera Ghazi Khan ...	61½	,,	
32	Jullundar	63	48s. 6d. to 49s.	Like Kubanka.
33	Ditto	63	,,	Ditto.
173	Mooltan	64	,,	Like pearl barley.
172	Dera Ghazi Khan ...	63	,,	Ditto.
10	Karnal	63½	48s. 6d.	Like No. 1 Kubanka.
14	Hissar	59½	,,	Weevilled.
50	Sialkot	61	,,	Like Kubanka.
52	Ditto	62½	,,	Ditto.
58	Ditto	60½	,,	Ditto.
59	Ditto	62	,,	Ditto.
160	Dera Ghazi Khan ...	60½	,,	
166	Ditto	59½	,,	
2	Delhi	64½	48s. to 48s. 6d.	Like Australian.
94	Mooltan	62	,,	
111	Rawalpindi	60½	,,	
147	Montgomery	62	,,	
168	Dera Ghazi Khan ...	63½	,,	Like pearl barley.
37	Hoshiarpur	63½	48s.	
39	Kangra.	62	,,	
46	Gurdaspur	63½	,,	Like Kubanka.
48	Ditto	60½	,,	Ditto.
56	Sialkot	61	,,	Ditto.
57	Ditto	60½	,,	Ditto.
68	Lahore	62	,,	
112	Rawalpindi	61	,,	
118	Muzaffargarh. ...	62	,,	
127	Jhang	61½	,,	
129	Ditto	61	,,	Like Kubanka.
176	Dera Ismail Khan...	60½	,,	
178	Ditto	59½	,,	
183	Ditto	60½	,,	
29	Simla	64½	47s. 6d. to 48s.	

Numbers in Valuation List.	Locality.	Weight per Bushel.	Price per Quarter.	Remarks.
30	Simla	62	47s. 6d. to 48s.	Ricey.
60	Sialkot..	61	,,	Like Kubanka.
84	Gujrat...	61½	,,	Ditto.
106	Rawalpindi	60½	,,	Ditto.
116	Muzaffargarh. ...	56½	,,	Clear long grain.
41	Amritsur	58½	47s. 6d.	
70	Lahore..	62½	,,	
93	Mooltan.	61½	,,	
140	Montgomery... ...	59½	,,	
179	Dera Ismail Khan ...	61½	,,	
148	Montgomery... ...	61	47s. to 47s. 6d.	Roughish, dirty.
11	Karnal...	62	47s.	Like glassy Dantzig.
40	Kangra..	62½	,,	
65	Lahore...	59½	,,	Like Kubanka.
169	Dera Ghazi Khan ...	60	,,	Dirty.
149	Montgomery... ...	60½	46s. 6d. to 47s.	Ditto.
171	Dera Ghazi Khan ...	60	,,	
63	Lahore...	60	46s. 6d.	Ricey.
76	Gujranwala	61	,,	Roughish.
162	Dera Ghazi Khan ...	59½	,,	
42	Amritsur	59	46s.	Dirty.
125	Jhang	59½	,,	Ditto.
27	Simla	62	45s. 6d. to 46s.	Some shrivelled.
77	Gujranwala	57½	45s. 6d.	Ditto.
115	Muzaffargarh. ...	57½	45s. to 46d.	Dirty.
175	Dera Ismail Khan ...	60	39s. to 40s.	Half barley.
163	Dera Ghazi Khan ...	57	36s. to 37s.	Mixed.
174	Dera Ismail Khan ...	58½	,,	¼ barley.
182	Ditto ...	57½	34s.	⅓ do.
167	Dera Ghazi Khan ...	54½	32s. to 34s.	½ do.

The highest valuation for hard white wheat in the previous valuation was 42s. 6d., whereas from 49s. 6d. to 50s. is the highest in the present. As no price for "Kubanka" was quoted in October 11, 1880, there being none in the market, the Indian "hard whites" cannot be compared with the type which they most resemble. The average price of all the samples in the valuation of 1879 from all India was 39s. 5d., whereas the average value of the 67 samples now examined would be 46s. 9d., or an advance of 7s. 4d. per quarter on the average price of the previous valuation. Allowing a reasonable discount for advance in prices, the average would still be above that of the valuation of 1879. The samples 163, 167, 174, 175, and 182 illustrate the effect which a large admixture of barley has upon the value of a sample in the London market.

C.—*Soft red wheat.*

The last valuation included 30 samples of this kind of wheat from the Punjab, whilst the present contains 31. All of these latter, except three, would have fallen into Class I. of that arrangement, whereas only two of the previous samples came under that class, so that all the soft red wheats are much superior to those of the 1879 con-

signment. The same mode is again adopted of tabulating in the soft red wheats according to gradations in value.

Numbers in Valuation List.	Locality.	Weight per Bushel	Price per Quarter.	Remarks.
108	Rawalpindi	62	48s. 6d.	
130	Bannu	61½	,,	Like No. 1 red winter.
136	Hazara...	62	48s. to 48s. 6d.	
34	Hoshiarpur	63	48s.	Like No. 2 red winter.
101	Rawalpindi	63½	,,	Like No. 1 ditto.
104	Ditto	61	,,	Like Dantzig.
107	Ditto	62½	,,	
92	Shahpur	62½	47s. 6d. to 48s.	Like No. 1 red winter.
131	Peshawar	62½	,,	Like No. 2 red winter.
103	Rawalpindi	62	47s. 6d.	
133	Peshawar	63½	,,	
189	Dera Ismail Khan .	60½	,,	
102	Rawalpindi	62	47s. to 47s. 6d.	
7	Delhi	63½	,,	Mixed barley.
9	Karnal	62½	47s.	Like No. 2 amber.
21	Sirsa	62½	,,	
25	Ludhiana	62	,,	Like No. 1 red winter.
88	Shahpur	60½	,,	Like No. 2 ditto.
89	Ditto	60½	,,	Ditto.
90	Ditto	60½	,,	Ditto.
91	Ditto	60½	,,	Ditto.
97	Kohat	60½	,,	
135	Hazara	61	,,	
192	Dera Ismail Khan ...	60½	,,	
24	Amballa	62½	46s. 6d.	Dirty.
38	Kangra	58½	46s.	Ditto.
186	Dera Ismail Khan ..	60½	,,	
16	Rohtak ..	59½	45s. 6d.	Mixed.
185	Dera Ismail Khan ...	60½	45s.	Dirty.
184	Ditto	60½	44s.	Ditto.
191	Ditto	60½	,,	Ditto.

It may be remarked here that the following paragraph which appears in the previous report now requires modification. "The prevalence of inferior varieties in the Punjab may be gathered from the fact that out of 30 samples of soft red wheat 10 are classed as inferior, being in value below 37s. the quarter, whereas out of 131 samples sent from the other parts of India only 11 are inferior." If an addition of 5s. per quarter were made to this price, still the present 31 samples would none of them fall so low by 2s. per quarter, the two lowest samples being valued at 44s., so that really none of them are equivalent to the class "inferior" alluded to in the foregoing paragraph.

D.—*Hard red wheat.*

In this group there is a most marked and characteristic advance in value of the samples reported on. It seems difficult to compare the low priced samples of "hard red" in the Report of 1879 which the high priced samples just reported upon, even after making every allowance for advanced rates in the London market. Of the 59 samples

no less them 58 are valued at 43s. to 44s. and upwards. In the previous valuation the whole of the sample of this kind of wheat were classed in two groups, ordinary from 37s. to 39s. per quarter, inferior below 37s. per quarter.

Numbers in Valuation List.	Locality.	Weight per Bushel.	Price per Quarter.	Remarks.
82	Gujrat	62¾	48s. 6d.	Round drop.
18	Rohtak	62½	48s.	Like finest Ghirka.
99	Kohat	59	,,	
121	Jhang	61½	,,	Like Ghirka.
1	Delhi	64½	47s. 6d.	Like red winter.
8	Gurgaon	63½	,,	Like No. 1 Toledo.
141	Montgomery... ...	60¾	,,	
142	Ditto	61	,,	
143	Ditto	61	,,	
150	Rohtak	63½	,,	
170	Dera Ghazi Khan ...	60	,,	
180	Dera Ismail Khan ...	61	,,	
105	Rawalpindi	61	47s. to 47s. 6d.	
126	Jhang	59½	,,	Like pearl barley.
154	Rohtak	62½	,,	
155	Ditto	63	,,	
17	Ditto	61½	47s.	
31	Jullunder	62	,,	
44	Gurdaspur	64	,,	Like No. 1 red winter.
45	Ditto	62½	,,	Ditto.
51	Sialkot...	62½	,,	
55	Ditto	63½	,,	Like No. 1 red winter.
72	Ferozepore	62	,,	
95	Kohat	61½	,,	Like hard No. 1 spring
100	Rawalpindi	60½	,,	
151	Rohtak	62½	,,	
152	Ditto	61½	,,	
177	Dera Ismail Khan ...	60	,,	
53	Sialkot...	62½	46s. 6d. to 47s.	
87	Shahpur	59½	,,	
153	Rohtak	61½	,,	
5	Delhi	64	46s. 6d.	Like No. 2 red winter.
86	Hoshiarpur	63	,,	
64	Lahore...	62½	,,	
85	Shahpur	61½	,,	Small round.
119	Jhang	59½	,,	
123	Ditto	62	,,	Mixed.
20	Sirsa	61	46s.	
61	Lahore	61½	,,	
62	Ditto	60½	,,	Like Kubanka.
122	Jhang...	60	,,	
190	Dera Ismail Khan...	61	,,	
86	Shahpur	60½	45s. 6d. to 46s.	Mixed.
124	Jhang...	59	,,	Dirty.
187	Dera Ismail Khan...	58½	,,	
188	Ditto	59	,,	
54	Sialkot	61½	45s. 6d.	Irregular.
73	Ferozepore	60	,,	Ditto.
96	Kohat...	57	,,	
83	Gujrat...	59	45s. to 45s. 6d.	Dirty.
35	Hoshiarpur	60½	45s.	
79	Gujranwala ...	58	,,	
81	Jhelum ..	58½	44s. 6d.	Dirty.

Numbers in Valuation List.	Locality.	Weight per Bushel.	Price per Quarter.	Remarks.
144	Montgomery... ...	56	44s. 6d.	Very dirty.
28	Simla	61	44s.	Like rye.
80	Jhelum	58½	,,	Dirty.
114	Muzaffargarh ...	54½	43s. to 44s.	Ditto.
120	Jhang	55½	,,	Ditto.
131	Dera Ismail Khan ...	57½	37s. to 39s.	Mixed.

In order to obviate any misconception which may arise in consequence of the present advanced prices in hard red wheats, and the high values quoted for the above samples, it may be repeated here that the present high prices for this class, of which the Ghirka is a type, are accidental, and due to peculiar circumstances, which are not permanent. In comparing the above prices with those of the previous report, an allowance of nearly 8s. per quarter should be made for the altered condition of the market.

The detailed valuation is appended in the same form as in the previous Report.

M. C. COOKE.

November 1880.

TABLES.

VALUATION OF THE SUPPLEMENTARY SAMPLES OF WHEAT FORWARDED FROM THE PUNJAB.

The values given are based upon the quotations ruling in the London Market on October 11, 1880.
Key to letters showing colour and hardness—A, soft white ; B, hard white ; C, soft red ; D, hard red.

Valuation Number.	No. on Sample as received.	Locality.	Description of Sample.		Valuation and Report.			
			Colour & Hardness.	Name.	Condition.	Weight.	Value.*	Remarks.
		Delhi District.					s. d	
1	1	Barwala	D	Red wheat, 1	Clean...	64½	47 6	Extra No. 1, yellowish red, clean, fine.
2	2	Rajpur	B	White, 1	Ditto	64¼	48 0 to 48 6	Extra No. 1, clean, fine, longish, like Australian.
3	3	.....	A	Ditto 4	Ditto	64	48 0	Extra No. 1, clean, fine, round, like Chilian.
4	4	Bakthanapur ...	,,	Ditto 3	Some barley	62½	47 6 to 48 0	No. 1, soft, white, mixed with hard red, like Chilian.
5	5	Dayalpur	D	Red, No. 2	Ditto	64	46 6	No. 2, clean, fine, round.
6	6	Sanpat	A	White, No. 2	Clean...	63	47 0 to 47 6	No. 2, clean, fine, long, white, like Californian.
7	7	.....	C	.....	Mixed with barley.	63¼	47 0 to 47 6	Extra No. 2, dirty, fine, long, red, like No. 1, Toledo.
		Gurgaon District.						
8	..	.....	D	Sarkh gandam ...	Some barley ...	63½	47 6	Clean, fine, long, hard, red, like No. 1, Toledo.
		Karnal District.						
9	...	.....	C	Lal Gehun	Clean...	62¾	47 0	No. 1, yellowish red, small, like No. 2, Amber.
10	.	.....	B	Kunj	Ditto	63½	48 6	Extra No. 1, fine, long, clear, like No. 1, Kubanka.

11	...	.....	,,	Sharoti Kathia ...	Ditto	62	47	0	No. 2, dingy white, good, like glassy Dantzig.
12	...	....	A	Dand Khani	Slightly weevilled..	62½	48	0	Extra No. 1, fine, white, like Australian.
13	...	.....	,,	Safed Kathia... ...	Clean...	61½	48	0	No. 1, good, white, medium, like Australian.
		Hissar District.							
14	...	.. ...	B	Paman	Weevilled	59½	48	6	Extra No. 1, clean, long, white, like, No. 1, Kubanka.
15	...	.....	A	Dand Khani	Much weevilled ...	62½	49	0	Extra No. 1, fine, ordinary sized, like Australian.
		Rohtak District.							
16	...	Sikandurpur ...	C	Red	Mixed with barley	59½	45	6	No. 2, dirty, fair, long, thin, yellowish red.
17	...	Rohtak	D	Ditto Garhi Sanpla	Some barely ...	61½	47	0	No. 1, fair, stout, hard, red.
18	...	Ditto . ..	,,	Red	Ditto	62½	48	0	No. 1, very fine, strong, hard, red, like finest Ghirka.
19	...	Ditto	A	Khurkhoda	Clean	64	50	0	Extra No. 1, spendid white, like Australian.
		Sirsa District.							
20	...	.....	D	Nali	Clean	61	46	0	Dingy red, No. 2 grade.
21	...	.....	C	Tangal...	Weevilled	62½	47	0	Medium, No. 1, red.
22	...	.....	A	Dand Khani ...	Clean	62	48	0	Medium, No. 1, white.
		Amballa District.							
23	...	.....	A	Dand Khani	Slightly Weevilled	63	48	0	Yellowish white, resembling Kubanka.
24	...	.....	C	Lal Gehun	Dirty	62½	46	6	Soft, red, resembling No. 2, red winter.
		Ludhiana District.							
25	...	.....	C	Lal Gehun	Slightly Weevilled	62	47	0	Soft, red, resembling No. 1, red winter.
26	...	.....	A	Safed Gehun... ...	Much weevilled ...	58½	47 to 47	0 6	Dirty, soft, white, No. 1.
		Simla District.							
27	...	.....	B	Lal Gehun, 1... ...	Mixed	62	45 to 46	6 0	No. 2, hard, white, of irregular grain.

* An average reduction of 4s. 6d. per quarter for classes A, B, and C, and of 8s. per quarter for class D, should be made in comparing these prices with those of the previous valuation.

Valuation of the Supplementary Samples of Wheat, &c.—*continued.*

Valuation Number.	No. on Sample as received.	Locality.	Description of Sample.		Valuation and Report.			
			Colour & Hardness.	Name.	Condition.	Weight.	Value.*	Remarks.
		Simla—contd.					s. d.	
28	...	.....	D	Lal Gehun, 2... ...	Fair	61	44 0	No. 2, hard, thin, red, resembling rye.
29	...	.....	B	Safed Gehun, 1 ...	Clean	64½	47 6 to 48 0	No. 1, hard, white.
30	...	.....	,,	Ditto 2 ...	Fair	62	47 6 to 48 0	Hard, yellowish white, No. 1, ricey
		Jullunder District.						
31	...	.....	D	Lal Gehun	Weevilled	62	47 0	No. 1, hard, red, price quoted if free from weevil.
32	...	.....	B	Badanak	Ditto	63	48 6 to 49 0	Extra No. 1, stout, long, like Kubanka.
33	...	.....	,,	Mundesi	Slightly Weevilled	63	48 6 to 49 0	Ditto ditto.
		Hoshiarpur District.						
34	...	.....	C	Surkh Desi	Fair	63	48 0	Mixed, No. 1, red, like No. 2, red winter.
35	...	....	D	Desi Lal	Poor, mixed. ...	60½	45 0	No. 2, hard, red.
36	...	.....	,,	Badanak	Fair	63	46 6	No. 1, hard, red, mixed with long yellow.
37	...	.....	B	Mundri	Clean	63½	48 0	Extra No. 1, hard, white.
		Kangra District.						
38	...	.....	C	Kangri	Dirty	58½	46 0	Fine, small, soft, red, like No. 2, Amber.
39	...	.....	B	Kunku	Clean	62	48 0	Mixed, No. 1, white.
40	...	.....	,,	Mundri	Dirty	62½	47 0	No. 1, hard. white, ricey.

		Amritsur District.								
41	...	.....	B	Kunj	Fair	58½	47	6	Hard No. 1, dingy yellow, long grain.
42	...	.....	,,	Lal Wadanak ...	Dirty	59	46	0	Dingy, hard, white, No. 1.
43	...	.....	A	Safed Kanak... ...	Clean	64	49	0	Extra No. 1, soft, white, like Australian.
		Gurdaspur District.								
44	...	.....	D	Lal Gehun	Clean	64	47	0	Extra No. 1, round, like No. 1, red winter.
45	...	.....	,,	Lal Kanak ...	Ditto	62½	47	0	Ditto ditto.
46	...	.....	B	Wadanak	Ditto	63½	48	0	Long, hard, white, like Kubanka.
47	...	.....	A	Ghoni	Dirty, mixed ...	61½	47	6	Round, small, white, like Chilian.
48	...	.....	B	Wadanak	Clean	60½	48	0	Round, hard, white, like Kubanka.
49	...	.....	Mixed A & D.	Gadur	Weevilled	61	46	6	Soft, white, and hard red, mixed.
		Sialkot District.								
50	...	.....	B	Wadanak Lal ...	Clean	61	48	6	Hard, white, extra No. 1, like Kubanka.
51	...	.....	D	Nikki Surkh... ...	Fair	62½	47	0	No. 1, hard, red.
52	...	.....	B	Kunj Wadanak ...	Clean	62½	48	6	No. 1, hard, white, like Kubanka.
53	...	.....	D	Nikki	Fair	62½	46 to 47	6 0	No. 1, hard, red.
54	...	.....	D	Berrerah	Fair	61½	45	6	No. 2, hard red, mixed with hard white.
55	...	.....	,,	Lal Kanak	Clean	63½	47	.0	No. 1, hard, red, like No. 1, red winter.
56	...	.....	B	Lal Wadanak ...	Fair	61	48	0	Extra No. 1, hard, white, like Kubanka.
57	...	.....	,,	Wadanak Chitti ...	Slightly weevilled.	60½	48	0	Ditto ditto.
58	...	.....	,,	Dagar	Clean	60½	48	6	Ditto ditto.
59	...	.....	,,	Safed Wadanak ...	Slightly weevilled.	62	48	6	Ditto ditto.
60	...	.....	,,	Wadanak	Clean	61	47 to 48	6 0	Ditto ditto.
		Lahore District.								
61	...	Tahsil Chunian ...	D	Surkh Kanak ...	Fair	61½	46	0	No. 1, hard, red, mixed with white.
62	...	Tahsil Kasur ...	,,	Lal Kanak	Clean	60½	46	0	No. 1, hard, red, like Kubanka.

* An average reduction of 4s. 6d. per quarter for classes A, B, and C, and of 8s. per quarter for class D, should be made in comparing these prices with those of the previous valuation.

Valuation of the Supplementary Samples of Wheat, &c.—*continued.*

Valuation Number.	No. on Sample as received.	Locality.	Description of Sample.		Valuation and Report.			
			Colour & hardness.	Name.	Condition.	Weight.	Value.*	Remarks.
							s. d.	
		Lahore—contd.						
63	...	Tahsil Chunian ...	B	Ghoni	Fair	60	46 6	No. 1, hard, white, ricey.
64	...	Tahsil Sharkpur.	D	Lal Wikki	Clean	62½	46 6	No. 1, hard, red.
65	..	Tahsil Kasur ...	B	Lal Rang	Ditto	59¼	47 0	No. 1, hard, clear, white, like Kubanka.
66	...	Ditto ...	A	Gabbar	Ditto	63	48 0	Small, round, soft white, No. 1, mixed with red.
67	..	Tahsil Lahore ...	,,	Safed Kanak ...	Ditto	62½	50 0	Extra No. 1, full berried, like Australian.
68	...	Ditto ...	B	Wadanak	Ditto	62	48 0	No. 1, long, clear, hard, white, ricey.
69	...	Tahsil Kasur ...	A	Dand Khani	Ditto	62½	49 6	Extra No. 1, small, white, like Australian.
70	..	Tahsil Chunian ...	B	Pamman	Ditto	62½	47 6	Long, clear, hard, white.
71	...	Tahsil Sharkpur...	Mixed	Dudi	Fair	58½	41 6	No. 2, mixed, white, shrivelled.
		Ferozepore District						
72	...	.....	D	Lal Kanak	Slightly weevilled	62	47 0	No. 1, hard, red, small, round.
73	...	.....	D	Paman...	Ditto	60	45 6	No. 2, hard, red, mixed, irregular.
74	...	.....	A and D	Gurree...	Fair, mixed ...	62½	46 6 to 47 0	No. 1, soft white, and hard red.
75	...	.....	A	Safed Kanak ...	Clean	63	48 6 to 49 0	Extra No. 1, soft, round, white like Chilian.
		Gujranwala District.						
76	...	Tahsil Gujranwala	B	Dagar	Clean	61	46 6	No. 1, long, hard, white.
77	...	Tahsil Hafizabad..	,,	Busra Wadanak ...	Fair	57½	45 6	No. 2, hard, white, rough, shrivelled.
78	...	Tahsil Wuzirabad.	A and D	Dand Khani	Ditto	61	46 6	No. 1, soft white, and hard red irregular.

79	..	Tahsil Gujranwala.	D	Besara	Dirty	58	45 0		No. 1, hard, red.
		Jhelum District.							
80	...	.....	D	Lal Gehun	Ditto	58½	44 0		No. 2, hard, dingy, red, thin, small.
81	...	.....	,,	Ditto	Ditto	58½	44 6		No. 2, hard, red, round, small.
		Gujrat District.							
82	...	.....	,,	Nikki	Clean	62¾	48 6		Extra No. 1, very fine, round drop, hard, red.
83	...	.....	,,	Jowalla	Dirty	59	45 0	to 45 6	No. 1, hard, red, poor, irregular.
84	...	.....	B	Dagur	Clean	61½	47 6	to 48 0	Extra No. 1, hard, white, like Kubanka.
		Shahpur District.							
85	...	.....	D	Dudhi	Dirty	61¼	46 6		No. 1, hard, red, small, round.
86	...	.....	,,	Mohar	Dirty, weevilled ...	60½	45 6	to 46 0	No. 1, hard, red, round.
87	...	.....	,,	Dagur	Clean	59½	46 6	to 47 0	No. 1, hard, red, longish.
88	...	.....	C	Soon	Weevilled	60½	47 0		No. 1, medium, red, like No. 2, red winter.
89	...	.....	,,	Nukka...	Dirty	60½	47 0		No. 1, soft, red, like No. 2, red winter.
90	...	.....	,,	Kudhee	Fair	60½	47 0		No. 1, medium, red, like No. 2, red winter.
91	...	.....	,,	Ootar	Clean	60½	47 0		No. 1, soft, red, like No. 2, red winter.
92	...	.....	,,	Thull	Ditto	62½	47 6	to 48 0	Extra No. 1, soft, red, like No. 1, red winter.
		Mooltan District.							
93	...	.....	B	Jawali...	Fair, little weevilled	61¼	47 6		No. 1, hard, white.
94	...	.....	,,	Rodi Makki	Fair	62	48 0	to 48 6	Extra No. 1, hard, white.

* An average reduction of 4s. 6d. per quarter for classes A, B, and C, and of 8s. per quarter for class D, should be made in comparing these prices with those of the previous valuation.

Valuation of the Supplementary Samples of Wheat, &c.—*continued.*

Valuation Number.	No. on Sample as received.	Locality.	Description of Sample.		Valuation and Report.			
			Colour & Hardness.	Name.	Condition.	Weight.	Value.	Remarks.
		Mooltan—contd.					s. d.	
173	...	.....	B	Ghori	Clean	64	48 6 to 49 0	Small, short grain, like pearl barley.
		Kohat District.						
93	...	.....	D	Sorkhai Ratti ...	Fair	61½	47 0	No. 1, hard, red, like hard No. 1, spring.
96	...	.....	,,	Mandy Sorkai ...	Dirty	57	45 6	No. 1, hard, dingy red.
97	...	.....	C	Sur Ghanam	Fair	60½	47 0	No. 1, medium, red.
98	..	.....	A	Adspin Ghanam ...	Clean	61½	48 6 to 49 0	Extra No. 1, plump, round, soft white.
99	..	.....	D	Kulanji	Ditto	59	48 0	Extra No. 1, hard, yellow.
		Rawalpindi Dist.						
100	...	Tahsil Attok ...	D	Surkh	Fair	60½	47 0	No. 1, hard, red.
101	...	Tahsil Murree ...	C	Gorin	Mixed barley ...	63½	48 0	No. 1, soft, red, mixed with barley, like No. 1, red winter.
102	...	Tahsil Rawalpindi	,,	Surkh	Clean	62	47 0 to 47 6	No. 1, dingy red, medium.
103	...	Tahsil Murree ...	,,	Narin, 1	Ditto	62	47 6	No. 1, medium, red.
104	..	Ditto ...	,,	Ditto 2	Ditto	61	48 0	Extra No. 1, soft, yellow, like Dantzig.
105	...	Tahsil Futteh Jang	D	Surkh	Fair	61	47 0 to 47 6	No. 1, hard, dingy red.
106	...	Tahsil Murree ...	B	Dag	Ditto	60½	47 6 to 48 0	No. 1, hard, white, like Kubanka.

107	...	Tahsil Murree ...	C	Gorin	Clean	62½	48 0		Extra No. 1, very soft, red.
108	...	Ditto ...	„	Ditto	Mixed	62	48 6		Extra No. 1, mixed white and red.
109	...	Tahsil Futteh Jang	B	Sufaid	Clean	61½	49 0		Extra No. 1, hard, white ricey.
110	..	Tahsil Murree ...	A	Rodi Sufaid ... *	Ditto	62½	50 6		Extra No. 1, very finest, plump, like Australian.
111	...	Tahsil Attok ...	B	Chitti Attok	Ditto	60½	48 0	to 48 6	No. 1, hard, white, small.
112	...	Tahsil Rawalpindi	B	Rodi Sufaid	Ditto	61	48 0		No. 1, hard, white, long.
		Muzaffargarh Dis.							
113	...	Mendhianwala ...	B	Red	Clean	64	49 6		Extra No. 1, hard white, like pearl barley.
114	...	.....	D	Desi lal	Dirty	54½	43 0	to 44 0 if clean.	No. 3, hard red, poor, thin.
115	...	.....	B	Kinghari	Dirty	57½	45 0	to 46 0 if cln.	No. 2, hard, white.
116	...	.....	B	Paman	Fair	56½	47 6	to 48 0	No. 1, hard, white, long, spindley.
117	...	.....	A	Valelan	Clean	63	50 6	to 51 0	Extra No. 1, white, plump, like Oregon.
118	...	.....	B	Pari	Fair	62	48 0		No. 1, dingy, white, hard.
		Jhang District.							
119	...	.....	D	Ratti chiniot wala ...	Dirty	59½	46 6		No. 2, hard, red.
120	...	.....	„	Ratti Nahri	Ditto	55½	43 0	to 44 0 if cln.	No. 3, hard, red, poor, shrivelled.
121	...	.....	„	Ratti shorkolwalla ...	Clean	61½	48 0		Extra No. 1, dark, red, hard, like Ghirka.

* An average reduction of 4s. 6d. per quarter for classes A, B, and C, and of 8s. per quarter for class D, should be made in comparing these prices with those of the previous valuation.

Valuation of the Supplementary Samples of Wheat, &c.—*continued.*

Valuation Number.	No. on Sample as received.	Locality.	Description of Sample.		Valuation and Report.			
			Colour & Hardness.	Name.	Condition.	Weight.	Value.	Remarks.
		Jhang—contd.					s. d.	
122	...	.....	D	Ratti Nahri Talki ...	Dirty	60	46 0	No. 2, hard, red.
123	...	.....	,,	Ghaibari	Mixed	62	46 6	No. 2, hard, red and white.
124	...	.....	,,	Jowali	Dirty	59	45 6 to 46 0 if cln.	No. 2, hard, red, thin.
125	...	.....	B	Koni, 1	Ditto	59½	46 0 to 46 6	No. 2, hard, white, thin.
126	...	.....	D	Koni, 2	Ditto	59½	47 0 to 47 6	No. 1, hard, red, like pearl barley.
127	...	.....	B	Sufed	Fair	61½	48 0	No. 1, hard, white.
128	...	.....	B	Makin	Clean	64	49 6 to 50 0	Very fine, small, like pearl barley.
129	...	.....	B	Dagar	Ditto	61	48 0	Extra No. 1, hard, white, like Kubanka.
		Bannu District.						
130	...	.....	C	Marwali	Much weevilled ...	61½	48 6 if free	Extra No. 1, soft, red, like No. 1, red winter.
		Peshawur District.						
131	...	.....	C	Sarkai	Slightly weevilled	62½	47 6 to 48 0	No. 1, medium, red, like No. 2, red winter.
132	...	.....	A	Bowndi	Clean	63½	48 6	Extra No. 1, medium, white.
133	...	.....	C	Mowri	Ditto	63½	47 6	Extra No. 1, medium, red.
134	...	.....	A	Desi	Fair	59½	46 0	No. 2, soft white, mixed with red.

		Hazara District.						
135	...	.....	C	Lal	Clean...	61	47 0	Extra No. 2, red, medium.
136	...	.....	,,	.....	Ditto...	62	48 0 to 48 6	No. 1, medium, red, mixed, white.
137	...	.....	A	Sufed ...	Weevilled much ...	59	49 0 if free	Extra No. 1, soft white, like Spanish.
138	...	.....	,,	Sufed	Ditto	60	49 0	No. 1, soft white, like Spanish.
		Montgomery District.						
139	...	.....	B	Lal Gehun	Mixed with barley	61½	49 0 if clean.	No. 1, hard, white, mixed barley.
140	...	.....	,,	Pamman	Weevilled slightly	59½	47 6	No. 1, hard, white.
141	...	.....	D	Surkh	Clean...	60½	47 6	No. 1, hard, red.
142	...	.....	,,	Ratti	Dirty...	61	47 6 if clean.	No. 1, hard, red, mixed, white.
143	...	.....	,,	Lal Gehun	Ditto...	61	47 6 if clean.	No. 1, hard, red.
144	...	.....	,,	Nehri jowali... ...	Very dirty... ...	56	44 6 if clean.	No. 2, hard, mixed, red and white.
145	...	.....	A	Ghoni	Mixed barley ...	61	48 0 if clean.	No. 1, medium, white.
146	...	.....	Mixed	Pamman	Mixed barley and weevilled ...	60	45 0 if clean.	No. 2, medium, mixed.
147	...	.....	B	Ghoni	Clean...	62	48 0 to 48 6	Extra No. 1, white, hard.
148	...	.....	B	Dand Khani	Dirty...	61	47 0 to 47 6 if clean.	No. 2, hard, white.

* An average reduction of 4s. 6d. per quarter for classes A, B, and C, and of 8s. per quarter for class D, should be made in comparing these prices with those of the previous valuation.

Valuation of the Supplementary Samples of Wheat, &c.—*continued.*

Valuation Number.	No. on Sample as received.	Locality.	Description of Sample.		Valuation and Report.			
			Colour & Hardness.	Name.	Condition.	Weight.	Value.	Remarks.
		Montgomery—Ctd.					s. d.	
149	...	.....	B	Dandi	Dirty	60½	46 6 to 47 0 if clean.	No. 2, hard, white.
		Rohtak District.						
150	...	Baroda	D	Lal Gehun	Clean	63½	47 6	No. 1, hard, red.
151	...	Jawahra	,,	Ditto	Dirty	62½	47 0 if clean.	Ditto.
152	...	Aholana	,,	Ditto	Ditto	61½	47 0 if clean.	Ditto.
153	...	Baroda	,,	Ditto	Ditto	61½	46 6 to 47 0 if clean.	Ditto.
154	...	Moundlanah ...	,,	Ditto	Ditto	62½	47 0 to 47 6 if clean.	Ditto.
155	...	Aholana	D	Ditto	Ditto	63	47 0 to 47 6	Ditto.
156	...	Ditto	A	Dand Khani ...	Clean	62½	49 0 to 49 6	Extra No. 1, soft white.

157	...	Norankhara ...	A	Ditto	Dirty	62½	48 6 to 49 0 if clean.	Extra No. 1, medium white.
158	...	Khanpur Kalan ...	A	Safed Gehun... ...	Clean	62	49 0 to 49 6	Extra No. 1, soft white.
		Dera Ghazi Khan. Tahsil Dera Ghazi						
159	...	Khan	A	Sufed	Clean	62	49 0 to 49 6	Extra No. 1, soft white, stout, fine.
160	..	Tahsil Rajanpur ...	B	Rodi	Dirty	60½	48 6 if clean.	No. 1, hard white, mixed soft.
161	...	Tahsil Tanapur ...	,,	Sufed	Clean	61½	49 0	Extra No. 1, hard, white.
162	..	Tahsil Saugar ...	,,	Ditto	Dirty	59½	46 6	No. 2, hard, white.
163	...	Tahsil Rajanpur...	,,	Ditto	Very dirty	57	36 0 or 37 0	Fair, but spoilt with dirt, worth 46s. 6d. if clean.
164	...	Tahsil Tanapur ...	Mixed	Kinjhara	Fair	60	48 0	No. 1, soft, mixed.
165	...	Tahsil Dera Ghazi Khan	A	Sufed	Ditto	60½	48 6	Extra No. 1, soft, mixed.
166	...	*Ditto*	B	Pamman	Clean	59½	48 6	No. 1, hard, white, long.
167	...	Tahsil Rajanpur...	,,	Goji	About half barley.	54½	32 0 to 34 0	Grain, fair, worth 44s. 6d. if clean.
168	...	Tahsil Tanapur ...	B	Makira	Clean	63½	48 0 to 48 6	Extra No. 1, hard white, like pearl barley.
169	...	Ditto	,,	Pamman	Dirty	60	47 0	No. 2, hard white, irregular.
170	...	Tahsil Saugar ...	D	Lal	Fair	60	47 6	No. 1, hard, red.
171	...	Tahsil Dera Ghazi Khan	B	Jawali...	Dirty	60	46 6 to 47 0 if clean, 48 0	No. 2, hard, white.

* An average reduction of 1s. 6d. per quarter for classes A, B, and C, and of 8s. per quarter for class D, should be made in comparing these prices with those of the previous valuation.

Valuation of the Supplementary Samples of Wheat, &c.—*continued.*

Valuation Number.	No. on Sample as received.	Locality.	Description Sample.		Valuation and Report.			
			Colour & Hardness.	Name.	Condition.	Weight.	Value.	Remarks.
		Dera Ghazi Khan—contd.					s. d.	
172	...	Tahsil Dera Ghazi Khan	B	Nikki	Clean	63	48 6 to 49 0	Extra No. 1, hard white, like pearl barley.
		Dera Ismail Khan.						
174	1	Tahsil Leiah ...	B	Zard Kanak Kuchawali	¼ barley	58½	36 0 to 37 0	46s. 6d. to 47s. if clean.
175	2	Tahsil Irak ...	,,	Ditto	⅛ barley	60	39 0 to 41 0	Ditto.
176	3	Tahsil Leiah ...	,,	Zard Kanak	Fair	60½	48 0	Extra No. 2, good, thinnish, hard white.
177	4	Tahsil Tauk ...	D	Sark Kanak	Clean	60	47 0	Extra No. 2, good, ordinary, hard red.
178	5	Tahsil Bakkar ...	B	Pali Kanak, 1 ...	Fair	59½	48 0	Extra No. 2, good, ordinary, hard white.
179	6	Tahsil Tauk ...	,,	Peli Kanak, 1 ...	Ditto	61½	47 6	Ditto.
180	7	Ditto	D	Peli Kanak, 2 ...	Ditto	61	47 6	No. 2, good, ordinary, hard red.
181	8	Tahsil Kalachi ...	D	Peli Kanak	Mixed with barley	57½	37 0 to 39 0	45s. 6d. if clean.
182	9	Tahsil Bakkar ...	B	Peli Kanak, 2 ...	½ barley	57½	34 0	46s. 6d. to 47s. if clean.
183	10	Tahsil Tauk ...	,,	Peli Kanak Barik ...	Fair	60½	48 0	No. 1, good, ordinary, hard white.
184	11	Painda Khan ...	C	Ratti Kachawali ...	Dirty	60½	44 0	Would be 47s. 6d. if clean.
185	12	Village Dera ...	,,	Ratti Pakhawali ...	Ditto	60½	45 0	Ditto.
186	13	Tahsil Bakkar ...	,,	Ratti Kanak, 1 ...	Fair	60½	46 0	No. 2, good, ordinary, soft red.

187	14	Tahsil Tauk ...	D	Ratti Kanak... ...	Ditto	58½	45 6 to 46 0	No. 2, good, ordinary, hard red.
188	15	Ditto	,,	Ditto	Ditto	59	45 6 to 46 0	Ditto.
189	16	Tahsil Kalachi ...	C	Ditto	Clean	60½	47 6	No. 1, good, ordinary, soft red.
190	17	Tahsil Dera ...	D	Ratti Damain, 1 ...	Mixed with barley and earth ...	61	46 0	Good stout grain mixed with barley.
191	18	Ditto	C	Ratti Damain, 2 ...	Ditto	60½	44 0	Ditto.
192	19	Tahsil Kalachi ...	,,	Ratti Kanak... ...	Some barley ...	60½	47 0	Ditto.

* An average reduction of 4s. 6d. per quarter for classes A, B, and C, and of 8s. per quarter for class D, should be made in comparing these prices with those of the previous valuation.

APPENDIX V.

INLAND TELEGRAPH TARIFF.

Nos. 169-90 T.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
CIVIL WORKS.
Telegraph.

SIMLA, 31*st May*, 1881.

TARIFF ON INLAND MESSAGES.

Read the following :—

Resolution by the Government of India, No. 373-81 T., dated 5th October 1880.
Letter from the Bengal Chamber of Commerce, dated 15th November 1880.
Letter from the Madras Chamber of Commerce, dated 29th November 1880.
Letter from the Bombay Chamber of Commerce, dated 15th December 1880.
Letter from the Government of Bombay, No. 20 T.—1460, dated 21st December 1880.

OBSERVATIONS.—In the Resolution of 5th October 1880, now read, the Government of India reviewed the suggestions which had been put forward by the Government of Bombay and the Chambers of Commerce of Bengal and Bombay for the modification of the inland telegraph tariff. In this review it was shown that, in comparison with the rates in force in other countries, the Indian inland tariff was moderate, and that the expectation that a reduction in the tariff would necessarily be followed by an expansion of business and an increase of revenue did not seem to be justified by past experience.

It was remarked that the Government of India was not prepared to adopt any revision of the tariff the effect of which would be to burden the general revenues, in order that the senders of telegrams might be enabled to transmit them at a lower rate than the cost price ; and that in any future modification of the tariff the object of rendering the telegraph service self-supporting must be steadily kept in view. But at the same time His Excellency the Governor General in Council in publishing the Resolution invited further enquiry into the facts on which the conclusions were based, and expressed willingness to forward any scheme for developing and facilitating communication by telegraph, so far as it could confidently be adopted without risk to the interests of the tax-paying community.

2. The letters now read from the Government of Bombay and

the Chambers of Commerce of Bengal, Bombay, and Madras on this subject show that, while the necessity of rendering the telegraph service self-supporting is freely recognised, there is still a widespread conviction that this end would not be endangered, but rather furthered by a revision of the tariff.

3. In support of these views, the growth of business of the telegraph administration of the Australian colonies is again brought forward and quoted as an instance of what can be achieved under a liberal system of management. The figures adduced have been carefully scrutinised by the Government of India; and although it appears that the Australian business has gained about 50 per cent. *relatively* on the Indian business, the *actual* increase of business during the last ten years has been two and-a-half times as great in India as in Australia. In India the gross revenue from private traffic has increased from 15 lakhs of rupees in 1872-73 to upwards of 25 lakhs in 1879-80, and the increase in revenue from private messages alone has been more than double the increase of revenue from all sources in Australia. It would appear from these figures that the rates in force in India have not so far had any markedly injurious effect on the expansion of traffic.

4. But taking into consideration this rapid development with the present tariff and the fact that during the past year the revenue from private messages alone (excluding the value of "State" and "free" messages) has only fallen short of the working expenses of the Department by Rs. 5,128, it appears to His Excellency the Governor General in Council that there is no further financial necessity for withholding altogether the concessions sought for; and the time has now come when more liberal terms and greater facilities for using the telegraph, which are so earnestly contended for, may safely be offered to the public.

5. The directions in which change is most desired appear to be—

I.—The introduction of a word rate for all words in excess of the established minimum unit.

II.—The re-introduction of a sliding scale of charges in proportion to distance, and the establishment of cheap *local* telegraph services.

III.—The partial amalgamation of the telegraph with the postal services so as to secure economy of working.

IV.—The encouragement to telephone enterprise as an adjunct to the telegraph service.

6. With regard to the first point, His Excellency the Governor General in Council is pleased to decide that from the 1st July next the charge for each word beyond the established minimum unit of one rupee for six words shall be two annas per word.

With regard to the second point, His Excellency the Governor General in Council has already authorised the establishment of town telegraph services at a reduced rate, wherever there may be a demand, the details of which will shortly be published in the *Gazette of India*. Further than this His Excellency is not at present inclined to go in this direction—the introduction of a differential tariff into the general

telegraph system appears to be too retrograde a step to be seriously entertained.

The third point is one of great importance. The only feature in which the Indian telegraph system at present compares unfavorably with the Australian system is in the number of telegraph offices; and one of the reasons of the advantages enjoyed in Australia in this respect is probably to be found in the union of the Postal with the Telegraph Department. If the use of the telegraph is to be largely extended, it can only be so by a very great increase in the number of offices, and by spreading these offices widely over the country; and if the cost of the convenience is to be kept within the means of the classes for whom it is intended, the cost of the offices must be reduced to the lowest limit compatible with efficiency. In many remote places there will never be work enough to pay for a special signaller; hence the extension of the telegraph to such places must be contingent on other remunerative work being available for the agency employed. The possibility of introducing a change in this direction will receive careful consideration, but the present time is inopportune, owing to the recent large expansion of business in the Postal Department.

With regard to the fourth point, His Excellency the Governor General in Council has already decided to permit the establishment and working of telephone exchanges by private enterprise; and it is hoped that a commencement will ere long be made.

7. With a view to the more rapid extension of the telegraph system, His Excellency the Governor General in Council is further pleased to empower Local Governments and Administrations within the usual restrictions as to amount of budget allotments and power of sanction to authorise the Telegraph Department to erect any lines and open any offices that they may require on paying the first cost and the annual charges for maintenance and working, retaining as a set-off the earnings of the lines as represented by the payments into the offices working them. Should a Local Government or Administration wish to abandon a line so made, it would be credited with the value of stores recovered after deducting the cost of dismantling and collecting.

8. The Government of India looks to the Director General of Telegraphs to suggest any further measures which may tend towards the attainment of these objects.

ORDER.—Ordered, that a copy of this Resolution be communicated to the Local Governments and Administrations noted in the margin for information.

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, and the Punjab, in the Public Works Department.
The Chief Commissioners, Central Provinces, British Burma, and Assam.
The Resident, Hyderabad.
The Agents to the Governor General for Central India, Rajputana and Beluchistan.

Also, that a copy be forwarded to the Chambers of Commerce, Bengal, Madras, Bombay, Rangoon, and Karachi.

Also, that a copy be forwarded to the Home, Revenue and Agricultural Department of the Government of India for information.

and to the Department of Finance for information and communication to the Director General of Post Offices.

Also, that a copy be sent to the Director General of Telegraphs for information and guidance.

And that this Resolution be published in the *Supplement to the Gazette of India.*

ALEN FRASER, Major-Genl., R.E.,
Secretary to the Government of India.

No. 145 OF 1881.

BOMBAY CHAMBER OF COMMERCE, 28*th June*, 1881.

To the SECRETARY to the GOVERNMENT of INDIA, Public Works Department (Telegraph), Simla.

SIR,—I am directed by the Committee of the Chamber of Commerce to acknowledge, with the thanks of the Chamber, the receipt of the Resolution by the Government of India, No. 169-90 T., dated 31st May last, on the subject of the inland telegraph tariff.

His Excellency the Governor General in Council is, thereby, pleased to decide that from the 1st July next the charge for each word beyond the established minimum unit of one rupee for six words shall be two annas per word. So far as the Government is prepared to admit the principle of the introduction of a word rate for all words in excess of the minimum unit, the communication under acknowledgment is satisfactory; but the Committee desire respectfully to submit that so small a reduction in the rates for longer messages than six words is not likely to give any material encouragement to telegraphing, and that this and the inconvenience of a two annas rate will, to a great extent, nullify the value of the concession.

In the correspondence which passed last year on this subject, the Committee of the Chamber expressed their opinion that, if an adequate reduction were made in the tariff, the natives who were beginning to appreciate the benefits of the telegraph system for commercial purposes would resort much more generally than they did to the use of the telegraph, and that the practice of telegraphing would increase enormously; and they therefore suggested that the minimum charge should be eight annas for four words, with one anna more for every additional word. The Committee believe that it will be found on enquiry that the great bulk of the messages in India consists of rupee messages, but, in any case, the present concession is not, in their opinion, sufficient to induce much increase in telegraphing. If such facilities were offered to the public as would lead to a more general use of the telegraph, not only would a boon be conferred on the country, but the temporary falling off in the revenue would, they believe, soon be made up from the increase of business. They, therefore, with great deference, desire to press their former suggestion upon Government that the established minimum unit should be eight annas for four words, with one anna more for every additional word. If, however, His Excellency the Governor General in Council is unable to

grant that concession, they respectfully submit the following alternative, namely, that the minimum charge be fixed at eight annas for four words, with two annas more for every additional word, or at one rupee for six words, with one anna more for every additional word.—I have, &c.,

J. GORDON, Secretary.

No. 286 T.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
CIVIL WORKS.
Telegraph.

SIMLA, 12*th August*, 1881.

To the SECRETARY to the BOMBAY CHAMBER of COMMERCE.

SIR,—In acknowledging the receipt of your letter, dated 28th June, on the subject of the Inland Telegraph Tariff, I am directed to remark that the Government of India is as anxious as the Chamber can be that the cost of telegraphy should be reduced as much as possible, and have now under consideration further proposed modifications all tending to that end.—I have, &c.

G. F. L. MARSHALL, Captain, R.E.,
Asst. Secy. to the Govt. of India.

Nos. 410-442 T.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT
CIVIL WORKS.
Telegraph.

SIMLA, 14*th November*, 1881.

RESOLUTION ON TARIFF ON INLAND MESSAGES.

OBSERVATIONS.—In the Resolution of the 31st May 1881, His Excellency the Governor General in Council authorised the introduction of a "word" rate of two annas a word for each word in excess of the minimum charge of one rupee for six words; and indicated the future policy of the Government of India with regard to the development of the telegraph service briefly as follows:—

The Government of India is willing and anxious to forward any scheme for developing and facilitating communication by telegraph so far as this can be done without risk to the interests of the general tax-paying community; but in the interests of that community it is essential that the telegraph service should be self-supporting.

The Government of India, as opportunity arises, will consider

measures for the partial amalgamation of the telegraph and postal services so as to secure economy of working.

By the same Resolution the power to authorise the Telegraph Department to erect lines and open offices was with certain necessary restrictions extended to local Governments and Administrations; and the Director General of Telegraphs was desired to suggest further measures which might encourage the more extended use of the telegraph service by the public, without endangering the financial position of the Department.

In accordance with these orders, the Director General of Telegraphs has submitted, for the approval of Government, a scheme for the revision of the tariff, which, while affording room for a very considerable further reduction in rates, will admit of a large expansion of the traffic without necessitating additional expenditure on increasing the number of wires.

The main feature of this scheme consists in the introduction of arrangements which will permit of the disposal of message traffic in order of urgency instead of, as at present, in order of presentation of messages.

Under the present system messages are, with very few exceptions, transmitted in order of receipt without any reference to their comparative urgency; in the case of commercial and "state" telegrams almost the whole of the messages sent are tendered for transmission during the business hours of the day; the result being a great pressure of work for a few hours, while for the rest of the day and night the wires are lying comparatively idle; and messages of great urgency are not infrequently delayed awaiting their turn for transmission while the wires are occupied with messages of less importance in which a delay of some hours would be of no consequence whatever.

On the other hand, messages are delivered on arrival at any hour of the day or night irrespective of their urgency; they are frequently delayed in transit owing to the cause referred to above; and the addressees are needlessly disturbed at night by the receipt of telegrams on which no action can be taken until the following day.

It is obvious that the telegraph officials cannot be the judges of the comparative urgency of messages tendered for transmission; the selection must be made by the senders themselves; and in order to admit of this being done the more readily, the Director General of Telegraphs proposes to introduce, in addition to the ordinary class of message, to other classes, "deferred" and "urgent."

Messages marked by senders as "deferred" will be received at any time during the working hours of the Telegraph Office, but will be transmitted at the convenience of the Telegraph Department on the understanding that they shall be delivered at their destination early on the following morning. Such messages would usually be transmitted during the night, when the wires are comparatively free, and would be delivered at their destination through the Post Office with the first postal delivery, except at stations where such a procedure would entail too much delay.

Messages marked by the senders as "urgent" will have priority over

all ordinary messages, and will be delivered immediately on arrival by special messenger.

Messages marked by the senders as "ordinary" will be dealt with in order of receipt as under the present system, but will yield priority to all "urgent" messages.

His Excellency the Governor General in Council believes that the introduction of the "deferred" message system as sketched out above will prove a very great convenience to the public in improving the service for transmission of really urgent messages, and it will enable a large reduction in average cost of telegraphing to be made, owing to the facilities it would give for utilising the wires for a greater proportion of the twenty-four hours than is possible under the present system.

For "deferred" messages, which may be expected to comprise the great bulk of communications relating to such subjects as mercantile transactions effected, evening résumés of operations between corresponding firms, orders issued too late for execution the same day, modifications of orders already sent by post, and to most of the telegrams on domestic concerns, a very considerable reduction of cost will be possible; for ordinary messages the number of words to be allowed can be slightly increased with safety; but for "urgent" messages it will be necessary to somewhat increase the cost, as the privilege of priority and delivery by special messenger which is accorded to such messages will, while adding considerably to their value to the sender, entail additional cost on the State. It is also necessary to make the rates for "urgent" messages sufficiently high to restrict such messages to really important communications, as otherwise the value of the priority obtained would be largely reduced.

His Excellency the Governor General in Council is accordingly pleased to direct that the telegraph rules be revised on this basis, and has approved of the following tariff.

The address to be transmitted free in all cases as at present.

Local messages, that is, messages tendered for transmission in ordinary course within a radius of six miles from a central telegraph office.

Four annas for each group of eight words or less.

Deferred messages, that is, messages tendered for transmission at the convenience of the Telegraph Department, but to be delivered at destination early on the following morning.

Minimum charge eight annas for eight words or less, with one anna for each additional word in excess of eight.

Ordinary messages, that is, messages tendered for transmission and delivery in ordinary course.

Minimum charge one rupee for eight words or less, with two annas for each additional word in excess of eight.

Urgent messages, that is, messages tendered for immediate transmission, and delivery with priority over all "ordinary" messages.

Minimum charge two rupees for eight words or less, with four annas for each additional word in excess of eight.

Press messages to be subject to the same rates as above, but four times the number of words are allowed for each rate.

The revised rules and tariff published with this Resolution will come into force on the 1st January 1882.

His Excellency the Governor General in Council is further pleased to direct that, with a view to reduce expenditure and to prevent the State business from unduly interfering with private message traffic, all *State* telegraph messages shall be sent as "*deferred*" unless specially marked as "*urgent*" by the sender, and that no *State* message shall be despatched as an "*ordinary*" message.

ORDER.—Ordered, that copy of this Resolution and enclosures be communicated to the Departments of the Government of India and to the Local Governments and Administrations noted in the margin for information and guidance, with reference to the concluding paragraph.

To the Department of Finance and Commerce.
To the Foreign, Home, Military, and Legislative Departments.
Department of Revenue and Agriculture.
The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, and the Punjab, in the Public Works Department.
The Chief Commissioners, Central Provinces, British Burma, Assam, and Coorg.
The Resident at Hyderabad.
The Resident at Mysore (through Foreign Department).
The Agents to the Governor General for Central India, Rajputana, and Beluchistan.
The Accountant General, Public Works Department.
The Inspector General of Military Works.
The Director General of Railways.
The Consulting Engineers to the Government of India for Guaranted Railways, Calcutta, Lahore, and Lucknow.

Also that a copy of this resolution be forwarded to the Director General of Telegraphs for information and guidance.

Also that the Resolution and enclosures be published in the *Gazette of India*, and that copies be communicated to the Chambers of Commerce in Bengal, Madras, Bombay, Rangoon, and Karachi.

G. F. L. MARSHALL, Colonel, R.E.,
Offg. Secy. to Govt. of India, P. W. D.

No. 1 OF 1882.

BOMBAY CHAMBER OF COMMERCE, *3rd January*, 1882.

To the SECRETARY to the GOVERNMENT of INDIA, Public Works Department, Simla.

SIR,—Since we last had the hônor of addressing you, No. 145 of 1881, dated 28th June last, on the subject of a reduction of the tariff for Inland telegrams, I have to thank you for a copy of Government of India's Resolutions No. 410-442 T., dated Simla 14th November, in which the new rules and charges for the transmission of telegraph messages are fully set forth. I am desired by the Chamber to convey

their thanks to His Excellency the Viceroy in Council for the desire which he has shown to meet the wishes of the mercantile community in this matter. At the same time they must express their disappointment that His Excellency did not see his way more fully to carry out the recommendations made by them in their letter of 28th June last. Indeed, it is the opinion of most mercantile men that in practical working, the new regulations will not lead to a lowering of the tariff for business messages but rather to its increase. To a merchant every message nearly is "urgent." The very first principle of telegraphy is despatch, and if by paying a higher rate greater speed can be attained, every mercantile sender will in self-defence be forced to mark his message "urgent," even though the doing so will involve an extra outlay under the proposed regulation. Deferred messages may, perhaps, be occasionally of use for the purpose of cancelling or altering written advices, and as these do not interfere with the ordinary run of messages, they may be allowed to pass, but to give one class of message a priority over what is supposed will form the bulk of the transmissions is vertually to raise the tariff all round, and so far from the alteration proposed proving a concession it will practically be just the reverse. As this view of the case may not have presented itself to His Excellency in Council, the Chamber request me respectfully to bring it before him, and at the same time to urge again the views expressed in their letter of 28th June. The advantages to the whole community of a cheap and effective system to telegraphy, its influence in stimulating the trade and industries of the country, are things too obvious and undoubted to require to be dwelt upon. To accomplish such ends an immediate sacrifice of revenue might well be faced, especially as the Chamber believe that before such a system had been long in work it would fully recoup the loss by its increased use by all classes of the community.—I have, &c.,

D. WATSON, Acting Secretary.

No. 27 T.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
CIVIL WORKS.
Telegraph.

FORT WILLIAM, 17*th January*, 1882.

To the SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—In reply to your letter of the 3rd instant, urging the attention of the Government of India to the opinions expressed by the Bombay Chamber of Commerce regarding the practical working of the classification of telegrams under the new rules; and representing that since the very first principle of telegraphy is despatch, every mercantile sender of a message will in self-defence be forced to mark his message "urgent," and in doing so will have to incur an outlay in excess of that which would have been necessary under the old

rules; I am directed to inform you that the rules brought into operation from the 1st January having been prepared after most careful consideration of the opinions received from the various bodies and officers consulted, His Excellency the Governor General in Council prefers waiting to see the effect of their operation during the first three months of the year, before any further consideration of the subject.—I have, &c.,

G. R. GIBBS, Major,
Offg. Assist. Secy. to the Govt. of India.

APPENDIX W.

A BILL TO PROHIBIT THE LANDING OF CERTAIN STOWAWAYS, AND TO PROVIDE FOR THE RECOVERY OF EXPENSES INCURRED BY GOVERNMENT IN RESPECT OF SUCH PERSONS.

No. 614 OF 1881.

MARINE DEPARTMENT,
BOMBAY CASTLE, 22*nd October*, 1881.

From the SECRETARY to GOVERNMENT to the SECRETARY BOMBAY CHAMBER of COMMERCE.

SIR,—In forwarding herewith a copy of a Bill to prohibit the landing of certain Stowaways, and to provide for the recovery of expenses incurred by Government in respect of such persons, with copy of a Statement of Objects and Reasons, I am directed to request that you will have the goodness to favour Government, on or before the 10th December, 1881, with the views of the Chamber on the Bill.—I have, &c.,

M. W. WILLOUGHBY, Colonel,
Secretary to Government.

A Bill to prohibit the landing of certain Stowaways, and to provide for the recovery of expenses incurred by Government in respect of such persons.

Preamble. Whereas it is expedient to prohibit the landing in British India of stowaways of European extraction, and to provide for the recovery of expenses incurred by Government in respect of such persons who become vagrants within one year after so landing; It is hereby enacted as follows :—

Short title. Commencement. 1. This Act may be called "The Stowaways Act, 1881"; and it shall come into force at once.

Interpretation-clause. 2. In this Act—

"Stowaway:" "Stowaway" means any person of European extraction as defined in the European Vagrancy Act, 1874, who secrets himself and goes to sea in any ship without the consent of the owner, the consignee or the master of such ship, or of any other

person entitled to give such consent, and who arrives on board such ship in a British Indian port ;

"Master:" "Master" includes any person in charge of a decked vessel ; and

"Shipping master." "Shipping master" includes any other officer whom the local Government may from time to time appoint to exercise the powers of a shipping master under this Act.

Prohibition against causing or permitting stowaway to land without sanction. 3. No master shall cause or permit any stowaway finally to land from his ship in a British Indian port without the previous sanction in writing of the shipping master.

Sanction not to be given unless owner or agent of ship enter into a bond. 4. Such sanction shall not be given unless and until the owner or agent of such ship has given to the shipping master a bond in such form, and with such number of sureties, as the local Government may from time to time prescribe, binding himself, in such sum as the shipping master thinks sufficient, to pay to the Secretary of State for India in Council, in the event of such stowaway becoming within one year after he so lands from such ship chargeable to the State as a vagrant under the European Vagrancy Act, 1874, the cost of his removal under the said Act and all other charges incurred by the State in consequence of his becoming a vagrant.

Penalty for causing or permitting stowaway to land in contravention of section 3. 5. Any master who, in wilful disobedience of the prohibition contained in section three, causes or permits any stowaway finally to land from his ship, shall be punished with imprisonment for a term which may extend to three months, or with fine which may extend to one thousand rupees, or with both.

Liability of owner or agent when stowaway lands without sanction. 6. Whenever any stowaway finally lands from a ship without the sanction required by section three and becomes chargeable to the State as a vagrant under the European Vagrancy Act, 1874, within one year after so landing, the person who is at the date of such landing the owner or agent of the ship from which such stowaway has so landed shall be liable to pay to the Government the cost of his removal under the said Act and all other charges incurred by the State in consequence of his becoming a vagrant.

Recovery of costs and charges. 7. All costs and charges which any owner or agent is liable to pay under this Act shall be recoverable by suit as if he had entered into an express agreement with the said Secretary of State in Council to repay them.

STATEMENT OF OBJECTS AND REASONS.

Stowaways of European extraction are found, on a rough average, on board twenty per cent. of the vessels arriving at the port of

Calcutta. They are also, though less frequently, landed at Bombay, Aden and Rangoon. As the law stands, masters of ships in British Indian ports may land stowaways, and are in no way responsible for them after they have landed. If stowaways so landed are Europeans and become vagrants (as they occasionally do), they have to be dealt with under the European Vagrancy Act, 1874, and provided with subsistence-allowance while in charge of the police, with food while in a workhouse, and (where no suitable employment is obtained for them) with a passage to England, Australia or wherever their homes may be. As the necessity for relieving such persons really originates in the carelessness of masters of ships, who fail to detect their presence on board before leaving port, it seems unfair that the expenses so incurred should be borne by the Indian tax-payer.

The present Bill has therefore been prepared. It prohibits the landing of stowaways of European extraction, unless with the previous sanction of the shipping master or other officer appointed by the local Government, and unless the owner or agent of the ship on board of which the stowaway is found gives a bond to the effect that all expenses incurred in the event of the stowaway becoming a vagrant within one year shall be borne by the obligor. It also imposes a penalty on any master causing or permitting a stowaway to land, and provides that where any stowaway lands without such sanction and becomes a vagrant within one year of so landing, the owner or agent of the ship from which he has landed shall pay all the expenses incurred by the State in consequence of his becoming a vagrant.

WHITLEY STOKES.

Simla, 19th September, 1881.

No. 252 OF 1881.

BOMBAY CHAMBER OF COMMERCE, *7th November*, 1881.

To the SECRETARY to GOVERNMENT, Marine Department, Bombay

SIR,—I have the honour to acknowledge receipt of your letter No. 614 of 1881, dated the 22nd October, enclosing, for the opinion of the Chamber, copy of a Bill prohibiting the landing of Stowaways, and providing for the recovery of expenses incurred by Government in respect of such persons, with Statement of Objects and Reasons, for the same.

I am desired by the Committee to reply that they look with little favour in all such arbitrary and high-handed legislation, and they considered that such a Bill can only be justified by some great and growing practical evil which it is imperative to check or put an end to. They cannot answer for the rest of India, but as far as Bombay is concerned, no such necessity exists. The number of stowaways landed here annually is not great, and of these only a small portion (if any) can have become a burden on the Indian tax-payer. Indeed, the Chamber think that with regard to any part of the country the Indian Government ought to have shown that there was actual great

loss to the revenue before they proposed such a cure for it. The reasons given by the Indian Government seem rather vague and theoretical. They do not state that the number of European stowaways is large anywhere, but rather imply the reverse, and it is only stated that "occasionally" such become vagrants within the meaning of the Act.

In the absence, therefore, of further evidence that the stowaways are a great practical nuisance, the Chamber do not think that legislations which bears so hardly not only on them but on the ship-masters and shipowners who are their victims, is at all desirable.—I have, &c.,

D. WATSON, Acting Secretary.

APPENDIX X.

A BILL FOR THE INCORPORATION, REGULATION, AND WINDING-UP OF TRADING COMPANIES AND OTHER ASSOCIATIONS.

No. 6334 OF 1881.

JUDICIAL DEPARTMENT,

BOMBAY CASTLE, 26*th September*, 1881.

From C. G. W. MACPHERSON, Esq., C.I.E., Under-Secretary to Government, Bombay, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith copy of a letter from the Secretary to the Government of India, Legislative Department, No. 812, dated the 16th instant, and of a Bill for the incorporation, regulation, and winding-up of Trading Companies and other Associations, together with the Statement of Objects and Reasons which accompanied it, and to request that you will be so good as to move the Chamber of Commerce to favour Government with their opinion on the provisions of the Bill.

2. I am at the same time desired to request that the opinion of the Chamber may be forwarded to Government by the 1st November next.—I have, &c.,

C. G. W. MACPHERSON,
Under-Secretary to Government.

No. 812

SIMLA, 16*th September*, 1881.

From R. J. CROSTHWAITE, Esq., Officiating Secretary to the Government of India, Legislative Department, to the CHIEF SECRETARY to the GOVERNMENT of BOMBAY.

SIR,—I am directed to forward herewith twenty copies of the papers noted in the margin, and to request that His Excellency the Governor in Council will favour the Government of India in this Department with an expression of his opinion on the provisions of the Bill, and with the opinions of the Hon'ble

Bill for the incorporation, regulation, and winding-up of trading companies and other associations, with Statement of Objects and Reasons.

Judges of the High Court, and of such selected officers as His Excellency in Council may think fit to consult on the subject.

2. I am also to request that the Bill and Statement may be published in the *Bombay Government Gazette* in English and in such other languages as His Excellency in Council may deem proper, and that the dates of such publication may be communicated in your reply.

3. The reply to this letter should be sent in by the 1st of December, 1881.—I have, &c.,

R. J. CROSTHWAITE,
Offg. Secretary to the Government of India.

[True Copy.]

MUKUNDRAO ANANT, Superintendent.

No. 253 of 1881.

BOMBAY CHAMBER OF COMMERCE, 12*th November*, 1881.

C. G. W. MACPHERSON, Esq., C.I.E., Under-Secretary to Government, Judicial Department, Bombay.

SIR,—I have the honour to receive your letter No. 6334 of 1881, dated 26th September, inclosing copy of a letter from the Government of India, asking the opinion of the Chamber on the subject of a Bill for the incorporation, regulation, and winding-up of Trading Companies and other Associations, and handing also of the Bill with Statement of Objects and Reasons.

The Bill, &c., was referred to a Special Committee of the Chamber and I have now the honour to enclose a copy of the report drawn up by them, and to request that you will forward the same to the Government of India.—I have, &c.,

D. WATSON, Acting Secretary

BOMBAY CHAMBER OF COMMERCE, 12*th November*, 1881.

Report of the Special Committee appointed to consider the Bill for the incorporation, regulation, and winding-up of Trading Companies and other Associations.

We have carefully considered the provisions of the Bill, and approve generally of them. The alterations which it makes in and additions to the existing law are, we consider on the whole, improvements, as is well stated by the Government of India, both because they are good in themselves and because they assimilate the Indian to the English law.

On several of the clauses we have a few more detailed criticisms to make.

In Part I.—It is our opinion that an additional clause should be introduced, by which the directors of a company should be bound within six months of the registration, to give evidence to the Registrar that at least one-half of the capital has been subscribed for.

In Clause 35.—It seems to us that the word "Nominal" in the seventh line is ambiguous.

The large majority of the Committee considered that it undoubtedly meant.

The full subscribed value, as the share stands in the books of the company whether paid up or not, but some members considered that it might mean either.

The paid-up value of the share as it stands in the books of the company.

The market value of the day. We therefore think that the meaning of the word nominal ought to be more clearly defined.

Clause 74.—It is the opinion of some of the Committee that under this clause directors might be fined, because the shareholders had refused to pass or "adopt" the accounts presented to them, although the said directors had used their best diligence to have the accounts passed and adopted. If this is really the case, it would undoubtedly be a hardship, and we would strongly protest against it. A majority of the Committee do not think this is the meaning and intention of the clause at the same time if it is not the clause might be more distinct.

Clause 76.—Gives power for rendering the liability of directors and managers unlimited by "Special Resolution," if this has not been done in the original Articles of Association. It is the opinion of some of the Committee that this clause, as it at present stands, would give the shareholders of an insolvent company the power to render the liability of directors and managers unlimited with a *retrospective* effect.

To give such a power to shareholders under such circumstances would be, we consider, most unjust and undesirable, and ought to be strongly protested against.

The majority again do not think that this is the meaning or intention of the clause, at the same time they think that the wording of the clause might be more decided on the point.

Clause 78.—We think the alterations here made in the law is of doubtful propriety, and that the old law by which in default of any regulation numbers voted according to the shares they held is more just and more desirable.

D. WATSON, Acting Secretary.

Copy of the Bill as finally passed will be found in *Government Gazette* of the 9th March, 1882.

APPENDIX Y.

INCREASE IN THE RATES OF FREIGHT FROM AGRA AND DELHI TO BOMBAY BY THE B. B. AND C. I. AND RAJPUTANA STATE RAILWAY.

No. 260 of 1881.

BOMBAY CHAMBER OF COMMERCE, *19th November*, 1881.

To the SECRETARY to GOVERNMENT, Public Works Department (Railways), Bombay.

SIR,—I am desired by the Committee of the Chamber of Commerce respectfully to bring to the notice of His Excellency the Governor that great and many complaints have for some time past reached them of the inconvenience and heavy loss to the trade of Bombay from the sudden and great increase in the rates of freight from Agra and Delhi to this port by the B. B. and C. I. and the Rajputana State Railway. The consequence has been that a trade which had begun to assume important proportions, and which might have been expected to go on increasing from month to month, has, since the rates were raised on the 1st November, dwindled down into a mere fraction of its former volume, and will probably very shortly disappear altogether. The Chamber have not previously moved in the matter: first, because they have held the belief (apparently, however, a mistaken one) that the self-interest of the two railways would be sufficiently enlightened to prevent them raising their rates so much above the E. I. line as to kill off the traffic from which they both benefited, and on which one of them at least mainly depended for any chance of ever giving a fair return upon its capital; and secondly, because they had confidence that the published Resolutions of the Government of India would be carried into practical effect. The Chamber need not remind His Excellency of what these Resolutions were. They were regarded with satisfaction by the whole mercantile community of Bombay as giving, if not all that they had expected, at least all that was required to develope a new and important trade not only to the benefit of this port, but to that of the rich and important grain-growing districts of North-Western India, for which this port is the natural and cheapest outlet. The gist of these Resolutions was summed up as follows:—"In order that there will be no doubt on the subject, His Excellency the Governor-General in Council is pleased to rule that the 'principle of equalisation of rates from Delhi and Agra to the ports of Calcutta and Bombay' must form the basis of consideration of all changes in the through rates of all traffic between these several places." This they had every reason to believe

was a matured and carefully considered judgment on the part of the Indian Government, as the facts and arguments of the case had all been before them for many months, if not for years. It was therefore with no small disappointment, to use no stronger term, that they learnt from the columns of one of the local newspapers that the Indian Government had apparently, within a few weeks, very considerably modified their former judgment. The Indian Government have not taken the public into their confidence by publishing this Resolution, and the Chamber therefore can offer no remarks on it, except to say that if the very meagre outlines of it which have seen the light be correct, it apparently very considerably alters the former plain and unmistakable settlement of the question, and leaves everything again in doubt and uncertainty. That H. E. the Governor may see the unsatisfactory and unfair position which Bombay at present occupies with regard to the important through trade from Agra and Delhi, the Chamber beg to put before him the following facts :—The present rates on the carriage of grain from Agra and Delhi to Bombay are as nearly as possible 25 per cent. higher than the rates from the same place to the port of Calcutta, and with such a bulky article as wheat (and it is the wheat trade with these places that is the important one) this 25 per cent. in freight represents about 5 per cent. on its whole prime cost at the district of growth. Weighted with this heavy impost, it must be plain that the wheats of Northern India can never in quantity find their outlet to the markets of Europe through the otherwise cheaper and more direct route of Bombay. The Chamber do not desire at present to enter into a discussion as to cost of haulage as against length of route and original cost of lines. They believe that the matter was fairly settled by the Indian Government Resolution of 26th September last, and that any departure from it is a misfortune to the country and an injustice to Bombay. In these views they trust they may have the sympathy and support of His Excellency the Governor, and trust his influence will be used to bring about a new settlement that will put matters on a fairer footing both to the port of Bombay and to the grain-growing districts in the North-West.—I have, &c.,

D. WATSON, Acting Secretary.

No. 3014 of 1881.

PUBLIC WORKS DEPARTMENT (RAILWAYS),
BOMBAY CASTLE, 3*rd December*, 1881.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated 19th November, complaining of the inconvenience and loss to the trade of Bombay from the recent sudden and great increase in the rates of freight from Agra and Delhi to Bombay over the Rajputana and B. B. & C. I. Railways, and to state, for the information of the Chamber, that the Government of India having taken the regulation

of the through rates on the Rajputana and East Indian Railways into their own hands, your letter has been referred to the Government of India for consideration.—I have, &c.,

H. F. HANCOCK, Colonel, R.E.,
Joint-Secretary to Government.

No. 40 of 1882.

BOMBAY CHAMBER OF COMMERCE, *4th February*, 1882.

To the SECRETARY to GOVERNMENT, Public Works Department (Railways), Bombay.

SIR,—I had the honour to receive your letter No. 3014, dated 3rd December last, in reply to my letter No. 260 of the 9th November, and in continuation of the same I beg now to send, for the information of His Excellency the Governor in Council, a statement of the quantities of wheat forwarded to Bombay via the Rajputana State Railway during the year 1881. From this it will be seen that for the eight months ending August last the average receipts were under 20,000 cwt. or 1,000 tons per month, and that the highest of any one month was May with 54,000 cwt. or 2,700 tons. Under the influence of the cheaper carrying rates (*brought* into force in *September*), however, the *receipts* at once rose *from 8,000* in August to 151,891 in September and to 250,424 cwt. in October, being latterly at the rate of 400 to 500 tons *per day*. In November, however, with the advanced charges they again fell to 122,961 cwt., *and* in December to 47,051. The returns for January are not yet complete, but they are about the same as for December. That this great falling-off to Bombay is entirely due to the high rates of carriage driving the trade to Calcutta cannot be doubted. There is plenty of wheat in the North-West, the prices are as good as ever, and the amount sent to Calcutta during November and December has continued on a very large scale, while our own supplies from Central India have not fallen off at all, but continue to come in every month in increased quantities. We call the attention of His Excellency now to these facts, because when the Committee last wrote it was too soon for statistics to show the unfortunate influence of the advanced rate, and they had to confine themselves to a mere general statement, unconfirmed by figures.

There is another point to which, at the request of the Committee, I beg to call His Excellency's attention. In his recent speech in Manchester the Secretary of State for India was questioned on the subject of these Rajputana State Railway rates, and his reply is reported as follows: "As to the alleged increased rates, that I am informed is not in the least intended for checking the traffic upon the line, but merely for the purpose of placing the competing traffic between Delhi and Calcutta and Delhi and Bombay on a fair and equal footing." This information was no doubt supplied by the Viceroy in Council, and the Chamber confess to being very anxious to know what is meant in practice by "a fair and equal footing." The

practical effect of the present tariff is undoubtedly almost entirely to cut Bombay off from any share of the grain trade of North-West India.

The present rate for grain from Delhi and Bombay is Rs. 15-5 per maund against Rs. 12-6 to Calcutta; and not content with this, the Chamber understands that it is the intention of the Rajputana State Railway officials to still further raise the rates in March to 17 annas, which will then make the freight to Bombay 35 per cent. (about) higher than it is to Calcutta. The Chamber cannot believe, therefore, that these competing rates have been fixed with the knowledge and approval of the Viceroy in Council, as they seem utterly inconsistent with the declaration of the Secretary of State only made a few weeks ago. The great importance of this question to the general prosperity of Bombay must be the excuse for pressing this matter so strongly on the attention of His Excellency, and I can only conclude with the hope that he will take the same view as the Chamber, and use all his influence to have the subject brought before the Viceroy in Council, and settled on a more satisfactory basis than it stands at present.—I have, &c.,

D. WATSON, Acting Secretary.

Statement showing the quantities of Wheat forwarded to Bombay via the Rajputana State Railway during the year 1881 :—

1881.	Cwt.
January	1,657
February	1,840
March	5,252
April	27,151
May	54,762
June	33,265
July	9,606
August	8,033
September	151,891
October	250,424
November	122,961
December	47,051
	713,893

No. 373 OF 1882.

PUBLIC WORKS DEPARTMENT (RAILWAYS),
BOMBAY CASTLE, *24th February*, 1882.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated 4th February, complaining, on behalf of the merchants of Bombay, of

the existing rates levied for the carriage of grain and seeds on the Rajputana Railway.

2. I am to inform you in reply that the Governor in Council has every reason to believe that the rates on the Rajputana Railway have been fixed with the full knowledge and approval of the Government of India, to whom your letter will be submitted in continuation of previous correspondence on the same subject.

3. I am at the same time to observe that the through rate for grain and seeds of twelve annas a maund, which was in force up to November last, was a special rate advertised as in force up to the 31st October only; and that the existing through rate for this staple, viz., 15 annas 5 pies a maund, compares favourably with the rates on the G. I. P. Railway. The same may be said of the rates levied on the Rajputana Railway for cotton piece-goods, sugar, and other large staples.

4. The Governor in Council has no information at present as to any further increase in the through rate for grain and seeds being proposed to come into force from March next; and understands that the rate may not improbably be reduced again during next monsoon, when a larger amount of rolling-stock will be available on the Rajputana Railway for this particular traffic.

5. With reference to the figures given in your letter and the statement that the traffic in grain and seeds has been driven to Calcutta, I am to ask for further statistics showing the quantities of grain sent from Delhi to Calcutta in corresponding months of 1881, and to inquire how the case stands at present in respect to imports to Bombay and Calcutta respectively.

6. The Governor in Council understands that notwithstanding that the through rates from Delhi to Howrah are less than from Delhi to Bombay, the bulk of the grain traffic is now finding its way to Bombay; and that on their part the Calcutta merchants are complaining of the injurious effects on their trade of the competition of the Rajputana Railway.—I have, &c.,

H. F. HANCOCK, Colonel, R.E.,
Joint-Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, *12th April*, 1882.

To Colonel H. F. HANCOCK, R.E., Secretary to Government, Public Works Department (Railways), Bombay.

SIR,—I have to thank you for your letter No. 373, dated 24th February, 1882, and in reply I am instructed to say that the Committee note that the present rates by the Rajputana Railway, in the belief of the Governor in Council, have been fixed with the full knowledge and approval of the Government of India. This they hear with regret, and they think that they have some reason to complain that no explanation has as yet been received from the Government of India on the subject of these competing rates between the North-

West and Calcutta and Bombay. It is now more than four months since the Chamber's representations on this subject were forwarded to the Government of India, and it would certainly be satisfactory to have a definite statement from them that they consider the rate to Bombay ought to be 25 per cent. higher than it is to Calcutta, and that this is putting the two ports on a "fair and equal footing." The Chamber think it is much to be regretted that such statements as those of Lord Hartington which they quoted in their letter of 4th February, are authoritatively made to the public interested in the question in England, as they are statements which must completely misled as to the real facts of the case. On the 3rd paragraph in your letter, which makes a comparison between the rates of the G. I. P. and of the Rajputana Railway, the Committee would merely remark that it does not seem to them at all to affect the subject under discussion, which is solely as to what ought to be the fair competing rates fixed by the Government of India between the East Indian and the Rajputana Railways, which are both the property of the Government. The G. I. P. Railway rates are not competing rates, but monopoly rates, and as such they have little bearing on the question at issue.

The Committee also instruct me to say with reference to para. 4th in your letter that they learn with satisfaction that it is not the intention of the Rajputana Railway to increase the rates before the monsoon, and that in the monsoon they may possibly again be reduced. However, they would remark that frequent changes of rates are not satisfactory to and do not tend to foster a trade. When rates were reduced by the Rajputana Railway in the autumn of last year, several native firms from Delhi opened agencies in Bombay with the view of prosecuting the new trade; but when the rates were again raised, finding they could do no business, they all shut up their agencies, which they had opened at considerable expense, and went home again. Much of the Indian export produce is now sold at home and contracted for out here months in advance of its receipt, and there can be no doubt but thus offering the farmer the guarantee of a fair price almost before the crop is sown tends very much to stimulate the cultivation. But railway rates which jump up and down fitfully tend to restrict, if they do not completely put a stop to, such operations. Large orders for the new wheat crop were held in Bombay some time ago, but agents in the North-West could not undertake the delivery, because they could have no confidence in calculating the rate of railway carriage when the wheat came to be forwarded.

With reference to para. 5 of your letter, I now append a statement of the wheat received in Calcutta by the East Indian Line from Cawnpore and stations north of it during the whole year of 1881; also a statement of the wheat received in Bombay by the Rajputana line, and another showing receipts by the G. I. P. Railway from 1st January, 1881, to 28th February, 1882. This last will show you that the trade continued by this latter route in good quantities up to date, while the amount received by the Rajputana line in January last was only 52,195 cwt., in February 30,206 cwt., and in March only 12,588 cwt. If, therefore, the bulk of the trade in wheat from the North-West is now coming this way, its total must be very small indeed.

In para. 6th you say the Governor in Council understands that not-

withstanding the through rates from Delhi to Howrah, are lower than from Delhi to Bombay, the bulk of the grain traffic is now finding its way to Bombay and the Calcutta merchants are complaining, &c. In reply to this the Committee instruct me to say that no doubt an impression of this kind is floating about, and finds belief apparently in quarters that might be expected to be better informed; but it is utterly opposed to fact. No doubt the increase in the wheat trade of Bombay during the past year has been great and startling. If we take the 12 months from 1st February, 1881, to 31st January, 1882, our imports of wheat alone amounted to about 550,000 tons, and seeing this a great many people seem to have jumped to the conclusion that it was "the opening up of our railway communication with the North-West" that led to it. The Chairman of the Bombay Port Trust, in his yearly Report, gives this as the chief cause of the increase. The Chairman of the Calcutta Chamber of Commerce gave forth the same view in his speech at the yearly meeting, and he distinctly gave it as his opinion that the great increase in the grain trade of Bombay was owing to the North-West traffic being diverted from Calcutta by the Rajputana Railway. But a very short examination into the facts will soon show that these views of the matter are quite unfounded, and the Chamber can only regret that they have been given out by such high authorities, without apparently any examination into the subject. The amount booked through by the Rajputana Railway was only about 36,000 tons during 1881. The great bulk, nay, almost the whole, of the trade comes from the Berars and other parts of the Deccan, the Central Provinces and Central India—places which never at any time sent their wheat to Calcutta, or indeed to any foreign market. It is the improved and extended cultivation in the Bombay home districts—districts that have always traded with Bombay—that has almost solely led to the increased trade. The whole amount received from Agra and Delhi make up only a little over 7 per cent. of our whole grain trade.

The Chamber think it highly desirable that the Governor in Council, as well as the Indian Government and the public generally, both here and in England, should be better informed on these points, so that the erroneous impressions which now exist may be removed. No doubt some of the best wheat-growing districts in India are in Hindustan Proper, on the great plains lying around and north of Cawnpore; but our supplies have not come from them, because they have never yet apparently been put in proper communication with foreign markets. From these districts last year only about 31,000 came to Bombay, and only about 116,000 tons went to Calcutta; while from the Deccan and Central India Bombay got more than 500,000 tons in the same period. These facts, in the opinion of the Committee, then show conclusively, first that the Bombay grain trade has *not* grown great at the expense of Calcutta, and secondly, that the Calcutta trade in wheat from the North-West is of a disapprovingly small character compared to that of the rest of India.

In conclusion, the Committee express a hope that, with the facts and figures now submitted, Government will be induced to put an end to the injustice to which the trade of this port is now subjected, by placing the rates over the competing lines from Delhi to Bombay and Calcutta on a footing of equality. When they do so, the Com-

mittee are convinced that the great development of the wheat trade which has taken place in the Deccan and more Central India will soon repeat itself in the North-West.—I have, &c.,

D. WATSON, Acting Secretary.

Statement showing the total quantities of Wheat received at Howrah from Cawnpore and stations above during the year ending 31st December, 1881 :—

1881.	Cwt.
January	10,585
February	31,732
March	30,291
April	20,697
May	18,529
June	8,743
July	55,271
August	618,705
September	1,025,797
October	210,651
November...	127,961
December...	166,589
	2,325,551

Statement showing the quantities of Wheat forwarded to Bombay via the Rajputana State Railway during the year 1881 :—

1881.	Cwt.
January	1,657
February	1,840
March	5,252
April	27,151
May	54,762
June...	33,265
July...	9,606
August	8,033
September	151,891
October	250,424
November	122,961
December	47,051
	713,893
1882.	
January	52,195
February	30,206
March	12,588
	808,882

Statement showing the total quantities of Wheat received in Bombay by the G. I. P. Railway during the year ending 31st December, 1881, and also for January and February, 1882 :—

1881.	Cwt.
January	348,034
February	255,115
March	399,410
April	1,067,479
May	1,236,226
June	1,111,823
July	502,954
August	1,031,241
September	804,808
October	899,610
November	1,207,763
December...	1,017,395
	9,881,858
1882.	
January	1,165,822
February	527,267
	11,574,947

APPENDIX Z.

REMISSIONS AND REDUCTION OF CUSTOMS DUTIES.

Alterations since 1st December, 1880, to 31st December, 1881.

Date of Resolution of Government of India.	Date of Custom House Notification.	ARTICLES.	Nature of Alterations.	REMARKS.
1880.	1880.			
9th Dec....	13th Dec...	DIVING DRESSES	To be classed under the head of Instruments and Apparatus Item No. 28 of the Import Tariff, and exempted from Customs duty accordingly.	
1881.				
7th Jan.....	20th Jan...	HAND PUMPS	Exempting from the Customs duty under the head of Machinery.	
20th Jan...	24th Jan...	PICKAXES	The Government of India have decided that pickaxes should be classed as "Agricultural Implements" for whatever purposes they may be imported, so that they will, as such, be exempted altogether from Customs duty.	
5th Feb....	10th Feb...	GREY COTTON PIECE-GOODS known as Dhoties and Dhoti-bordered Piece-goods which contain no yarn of higher number than 30s	The Governor General in Council has extended the exemption from all Customs duties notified on the 13th March, 1879, in Notification No. 59, to the class of Grey Cotton Piece-goods known as Dhoties and Dhoti-bordered Piece-goods which contain no yarn of higher.	This Notification shall take effect on and after 10th February, 1881.

			number than 30s, except in the border, when such border, whether coloured, White or Grey, is not more than four-and-a-half inches in width.
12th Feb...	17th Feb...	CAST STEEL.	The Government of India have declared that importations of Cast Steel shall henceforth be assessed for duty *ad valorem* instead of at a fixed valuation.
28th May...	2nd June...	MATERIALS used in the construction of Tramways. ...	The Governor General in Council has exempted materials used in the construction of tramways from the Customs duties to which they are liable under the Indian Tariff Act, 1875.
1st June ...	9th June...	DUTY on STORES consumed on Vessels engaged in Coasting Trade	His Excellency in Council is pleased to direct that when a vessel arriving from a foreign port enters outwards for any customs port or place declared to be a port under section 12 of the Customs Act, no goods shall be shipped for such customs port or place until the duty chargeable on the stores remaining on board shall have been paid in full, or such stores have been landed at the Custom House or warehoused in accordance with the provisions of the Act.
6th Sept...	15th Sept..	MATERIALS and APPARATUS used in Telephonic Communication...	The Governor General in Council is pleased to exempt all materials and apparatus used in the construction and mainte nance of lines of telephonic communication from the Custom duties to which they are liable under the India Tariff Act, 1875.

REMISSIONS AND REDUCTION OF CUSTOMS DUTIES—*continued.*

Date of Resolution of Government of India.	Date of Custom House Notification.	ARTICLES.	Nature of Alterations.	REMARKS.
1881.	20th Oct...	OPIUM not the produce of India	Opium not the produce of India may be imported by sea into the Ports of Bombay, Kurrachee, or Aden manifested for transhipment or re-exportation in the same bottom and may be re-exported by sea from the said ports. All such Opium imported into and re-exported from the said ports in the same bottom shall be liable to a duty of Rs. 100 per chest not exceeding 140¼ lbs. avordupois net weight.	
18th Nov...	1st Dec...	WATER MOTORS known as Tuerks Hydraulic Motors ...	The Governor General in Council declared that these Water Motors should be classed under the head of Machinery, and as such be exempted from payment of Customs duty on importation.	
.....	21st Dec...	DUTY on UMBRELLAS ...	The Collector of Customs decided that in cases in which the value of Umbrellas for duty depends upon measurement, duty should be assessed according either to the mark or to the actual measurement as in the case of Sewing Thread.	

ACT No. XI. OF 1882.

The Indian Tariff Act No. XI. of 1882, passed on the 10th March, 1882, repealed the Customs duty on all Imports and Exports, except those contained in Schedules No. II. and III., which are as follows :—

SCHEDULE II.

IMPORT TARIFF.

No.	Names of Articles.	Per	Tariff Valuation.	Rate of Duty.
				Rs. As.
1	ARMS, AMMUNITION AND MILITARY STORES— Fire-arms and parts thereof—			
	1. Fire-arms other than pistols, for each ...	.....	.....	50 0
	2. Barrels for the same, whether single or double, for each	.....	.....	30 0
	3. Pistols, for each	.....	.....	15 0
	4. Barrels for the same, whether single or double, for each	.....	.....	10 0
	5. Springs used for fire-arms, for each. ...	.....	.....	8 0
	6. Gunstocks, sights, blocks and rollers, for each	.....	.....	5 0
	7. Revolver-breeches, for each cartridge they will carry	.....	.....	2 8

IMPORT TARIFF—*continued.*

No.	Names of Articles.	Per	Tariff Valuation.	Rate of Duty. Rs.	As.
	ARMS, AMMUNITION, &c.—*contd.*				
	8. Extractors, nippers, heel-plates, pins, screws, tangs, bolts, thumb-pieces, triggers, trigger-guards, hammers, pistons, plates, and all other parts of a fire-arm not herein otherwise provided for, and all tools used for cleaning or putting together or loading the same, for each ...	.....	.....	1	8
	9. Machines for making or loading or closing cartridges, for each	.....	.....	10	0
	10. Machines for capping cartridges, for each.	.....	.....	2	8
	Exception I.—Articles falling under the 5th, 6th, 8th, 9th, or 10th head of the above list, when they appertain to a fire-arm falling under the 1st or 3rd head, and are fitted into the same case with such fire-arm, are free.				
	Exception II.—Arms forming part of the regular equipment of an officer entitled to wear diplomatic, military or police uniform, and a revolver or a pair of pistols accompanying a military officer, are free.				
	Proviso 1.—No duty in excess of ten per cent. *ad valorem* shall be levied upon any of the				

	articles mentioned in the above list when they are imported in reasonable quantity, for his own private use, by any person lawfully entitled to possess the same.				
	Proviso 2.—When any articles which have been otherwise imported, and upon which duty has been levied or is leviable under this number, are purchased retail from the importer by a person lawfully entitled as aforesaid, in reasonable quantity for his own private use, the importer may apply to the Customs-collector for a refund or remission (as the case may be) of so much of the duty thereon as is in excess of ten per cent. *ad valorem*; and if such collector is satisfied as to the identity of the articles, and that such importer is in other respects entitled to such refund or remission, he shall grant the same accordingly.				
	Gunpowder, common	lb.	Rs. A. 0 5	} 10 per cent.	
	,, sporting	lb.	1 0		
	All other sorts	.....	*Ad valorem*		
2	LIQUORS—				
	Ale, beer and porter, except when condensed or concentrated	Impl. Gallon or six quart bottles ...	.....	One anna.	
	Cider, and other fermented liquors ...				
	Liquors	Ditto ...	.....	Rs. 4.	
	Spirit intended to be used exclusively in arts or manufactures, or in chemistry, and which has been rendered effectually and permanently unfit for human consumption	.....	*Ad valorem*	5 per cent.	

IMPORT TARIFF—*continued.*

No.	Names of Articles.	Per	Tariff Valuation.	Rate of Duty.
2	LIQUORS—*contd.*			
	Spirit, when used in drugs, medicines or chemicals in a proportion less than twenty per cent. of spirit of the strength of London proof	.....	*Ad valorem*	5 per cent.
	Spirit when so used in a proportion of twenty per cent. and upwards ...	Impl. Gallon or six quart bottles of the strength of London proof	.....	Rs. 4, and the duty to be increased in proportion as the strength of the spirit exceeds London proof.
	Spirit perfumed, in wood, or in bottles containing more than four ounces ..	Ditto ...	.....	
	Spirit, other sorts	Ditto ...	.....	
	Wines—			Rs. As.
	Champagne and all other sparkling wines	Impl. gallon or six quart bottles ...	.....	2 8
	All other sorts of wines	Ditto	.....	1 0
3	OPIUM NOT COVERED BY A GOVERNMENT PASS.	Ser of 80 tolas ...	.....	24 0
4	SALT	Indian maund of 82⅔ lbs. avoirdupois weight	.....	The rate at which excise duty is for the time being leviable on salt manufactured in the place where the import takes place.

SCHEDULE III.

EXPORT TARIFF.

Name of Article.	Per	Tariff Valuation.	Rate of Duty.
RICE, whether husked or unhusked	Indian maund of 82⅔ lbs. avoirdupois weight.	.....	3 annas.

R. J. CROSTHWAITE,
Offg. Secy. to Govt. of India.

APPENDIX AA.

WEEKLY CURRENT QUOTATIONS as estimated by the Committee of the Chamber of Commerce during the Year 1881.

Quotations.	Week ending 7th January.	Week ending 14th January.	Week ending 21st January.	Week ending 28th January.	Week ending 4th February.	Week ending 9th February.
EXCHANGE.						
On England, Bank Bills Sight	1s. 7 9/16 to 1 9/32d.	1s. 7 1/16 to 1 3/32d.	1s. 7 1/32 to 1/8d.	1s. 7 1/32 to 1/8d.	1s. 7 1/16 to 1 5/32d.	1s. 7 1/16 to 1 5/32d.
,, ,, 3 m'ths' ,,	1s. 7 7/32 to 7/32d.	1s. 7 5/32 to 5/32d.	1s. 7 3/32 to 3/32d.	1s. 7 3/32 to 3/32d.	1s. 7 11/32 to 7/32d.	1s. 7 11/32 to 7/32d.
,, ,, 4 ,, ,,	1s. 7 3/16 to 3/16d.	1s. 7 1/8 to 1/8d.	1s. 7 1/8 to 1/8d.	1s. 7 1/32 to 1/32d.	1s. 7 1/4 to 1/4d.	1s. 7 1/4 to 1/4d.
,, ,, 6 ,, ,,	1s. 7 5/16d.	1s. 7 5/16d.	1s 7 1/16 i.	1s. 7 3/32 to 3/32d.	1s. 7 5/16d.	1s. 7 3/32 to 1/16d.
First-class Credits ... 3 ,, ,,	1s. 7 3/16d.	1s. 7 1/16 to 3/32d.	1s. 7 1/32d.	1s. 7 1/16d.	1s. 7 3/8 to 1/16d.	1s. 7 3/8d.
,, ,, 6 ,, ,,	1s. 8 to 1/32d.	1s. 7 3/8 to 3/32d.	1s. 8 to 1/32d.	1s. 8d.	1s. 8 1/16 to 1/32d.	1s. 8 1/16d.
Documents ... ... 3 ,, ,,	1s. 7 7/32d.	1s. 7 29/32 to 1/4d.	1s. 7 31/32d.	1s. 7 1/32 to 3/32d.	1s. 8 3/32 to 1/32d.	1s. 7 29/32d.
,, 6 ,, ,,	1s. 8 1/32 to 1/16d.	1s. 7 29/32 to 1/16d.	1s. 8 1/32 to 3/32d.	1s. 8 to 1/32d.	1s. 8 3/32 to 1/32d.	1s. 8 3/32d.
Paris Francs Mercantile Bills ... ... 3 ,, ,,	2·09 1/2 to 2·09 3/4	2·08 to 2·08 1/4	2·10 3/4 to 2·11 1/4	2·09 1/2 to 2·10	2·10 1/4 to 2·10 3/4	2·10 1/4 to 2·10 1/2
,, ,, ... 6 ,, ,,	2·11 1/4 to 2·11 3/4	2·09 3/4 to 2·10 1/4	2·12 1/2 to 2·13 1/4	2·11 1/4 to 2·12	2·12 1/4 to 2·12 3/4	2·12 1/4 to 2·12 1/2
Bank Rate, Calcutta, on Demand.	100 to 100 1/16	100 to 100 1/16	100 1/16 to 100 1/8	100 1/16 to 100 1/8	100 1/16 to 100 1/8	100 1/16 to 100 1/8
House Bills, China, 60 days' Sight	218 to 219	219 to 220 Nl.	218 to 219	218 to 220 Nl.	218 to 219	218 to 220 Nl.
English Bar Gold, 100 touch (per tola)	Rs.19-9-6 to 19-10	Rs.19-10 to 19-13 4	Rs.19-8-6 to 19 10	Rs19-10-6 to 19-11-6	Rs.19-10 to 19-10-6	Rs19-10/19-10.6
Sovereigns	,, 12-2-6 to 12-3	,, 12 to 12-4	,, 12-2-6 to 12-3	,, 12-3-0	,, 12-3 to 12.4	,, 12-3.0
RATES OF DISCOUNT.						
Bank Rate of Discount on Private Bills	6 per cent.	6 per cent.	6 per cent.	6 per cent.	6 per cent.	6 per cent.
,, on Government Bills	4 ,,	4 ,,	4 ,,	4 ,,	4 ,,	4 ,,
,, of Interest on Demand Loans on Govt. Securities	4 ,,	4 ,,	4 ,,	4 ,,	4 ,,	4 ,,
GOVERNMENT SECURITIES.						
Four per cents.	101 1/8 to 101 3/8	100 to 100 1/8	100 1/16 to 100 1/4	100 to 100 1/8	100 1/8 to 100 1/4	100 to 100 1/8
Four-and a-half per cents. ...	110	108 3/4 to 108 7/8	108 1/8	108 3/8 to 108 1/2	108 9/16 to 108 5/8	108 1/4 to 108 3/8
IMPORTS.						
Piece Goods—						
Duty Free, *i.e.* 30s and under.						
7lb. 40in. G. Shirtings (13×11)	Rs. 3-4 to 4-0	Rs. 3-4 to 4-1	Rs. 3-4 to 4-2	Rs. 3-4 to 4-2	Rs. 3-4 to 4-2	Rs. 3-3 to 4-2
8 1/4 lb. ,, (16×13)...	,, 4-6 to 5-0	,, 4-6 to 5-1	,, 4-6 to 5-2	,, 4-6 to 5-2	,, 4-6 to 5-2	,, 4-5 to 5-2
3lb. 32in. Madapollams (12×10)	,, 1-8 to 1-14	,, 1-8 to 1-15	,, 1-8 to 1-15	,, 1-8 to 1-15	,, 1-8 to 2-0	,, 1-8 to 2-0
No. 40s Mule Twist, per lb. ...	As. 9 1/4 to 10	As. 9 1/4 to 10 1/4	As. 9 1/4 to 10 1/4	As. 9 1/4 to 10 1/4	As. 9 to 10 1/4	As. 9 to 10 1/4

No. 30s Water „ „ ...	As. 9 to 9½	As. 9 to 9¾	As. 9 to 9¾	As. 9 to 9½	As. 9 to 9½	As. 9 to 9½
Copper (Braziers), per cwt. ...	Rs. 46 to 46¼	Rs. 46¼ to 46⅞	Rs. 46¼ to 46⅜	Rs. 46 to 46½	Rs. 45¾ to 46⅜	Rs. 45¾ to 46
Yellow Metal, „ ...	„ 36¼ to 37½	„ 37 to 38	„ 37 to 38	„ 37 to 38	„ 37 to 38	„ 37 to 37⅞
Welsh Bar Iron, per candy ...	„ 25 to 32	„ 25 to 32	„ 25 to 32	„ 25 to 32	„ 25 to 32	„ 25 to 32
Staffordshire Bar Iron, per candy	„ 26 to 32	„ 26 to 32	„ 26 to 32	„ 26 to 32	„ 26 to 32	„ 26 to 32
Swedish Bar Iron „ ...	„ 43 to 48	„ 43 to 48	„ 43 to 48	„ 43 to 48	„ 43 to 48	„ 43 to 48
Davison's West Hartley (per ton)	„ 16½ to 19	„ 16¼ to 18	„ 16 to 18	„ 15 to 18	„ 15 to 18	„ 15 to 17
Welsh Hartley (per ton) ...	„ 15½ to 18	„ 15 to 17	„ 15 to 17	„ 15 to 17	„ 15 to 17	„ 14 to 16
EXPORTS.						
COTTON— New (crop) 1880-81						
M. G. Broach, Good, per candy.	Rs 242 to 246 FP. March dely	Rs 239 to 242 FP. March del.	Rs 239 to 240 FP. March delivery.	Rs 230 to 238 FP. Feb.Mar.Apl.dly.	Rs. 231 to 235 FP. Feb. Mar. Apl. dly.	Rs. 231 FP.
Hingunghaut, Good „	„ 240 to 242 FP Jan. Feb. del.	„ 238 FP. Jan. Feb del.	Rs. 232/240 FP	„ 224/235 FP.	„ 220/228 FP.	„ 216/22 FP.
Akote, Good „	„ 222 to 225 F.P March dely.	„ 225 FP March del.	„ 222/224 FP.	„ 218/220 FP.	„ 214/220 FP.	„ 214/18 FP.
Oomrawuttee, F.G.F. „	„ 214 to 217 F P Feb. Mar del.	„ 212 to 223 FP. February del.	„ 209/214 FP	„ 205/208 FP.	„ 200/205 FP.	„ 199/201 FP.
Dhollera, G.F. „	„ 206 to 226 F.P. Mar. Apl. May dl.	„ 202 to 224 FP. April-May del.	Rs. 200 to 205 FP. April delivery.	„ 190 FP.	Rs. 190 to 216 FP. Mar. Apl. May dly	„ 192/98 FP.
Sawgd. Dharwar, Good „	„ 210/212 FP.	Rs. 205/207 FP.	„ 206/210 FP.	„ 205/210 FP. Nl.	„ 210 FP.	.....
Old (crop) 1879-80.						
. The Quotations are for Good Selections.						
Gingelly Seed, per candy ...	Rs. 32 to 39	Rs. 33 to 40	Rs. 32 to 40	Rs. 30 to 39	Rs. 32 to 39	Rs. 30 to 39
Linseed (per cwt.)	„ 6-7 to 6-9	„ 6-4 to 6-10	„ 6-4 to 6-9	„ 6-4 to 6-9	„ 6-4 to 6-8	„ 6-3 to 6-7
Rapeseed „	„ 5-10 to 6-0	„ 5-10 to 6	„ 5-10 to 5-13	„ 5-10 to 5-12	„ 5-8 to 5-12	„ 5-8 to 5-12
Wheat (White Pessy), per candy of 756 lb. ...	„ 33 to 34	„ 29 to 34	„ 29 to 34	„ 29 to 33½	„ 28½ to 33	„ 26½ to 32
Opium (Malwa) (per chest) Old	„ 1685	„ 1685	„ 1680	„ 1680	„ 1680	„ 1675
„ „ „ New	„ 1615	„ 1610	„ 1610	„ 1620	„ 1610	„ 1600
FREIGHTS.						
Liverpool—Cotton, via Cape, (per ton=50 feet) ...	£1-15 to £1-17-6 Nl.	£1-15 to £2	£1-15 to £1-17-6	£1-15 to £2-0	£1-12-6 to £2-0	£1-12-6 to £2-2-6
„ Seed, via Cape per ton	£1-15 Nl.	£1-15 to £2	£1-15 to £1-17-6	£1-15 to £1-18-9	£1-12-6 to £1-18-9	£1-12-6 to £1-17-6
„ Cotton, via Suez Canal (per ton=40 feet).	£1-15 to £1-17-6	£1-16-3 to £1-18-9	£1-17-6	£1-15 to £1-16-3	£1-12-6 to £1-15	£1-12-6 to £1-15
London—M'ment cargo P. & O.	£2-0-0	£2-0-0	£2-2-6	£2-2-6	£2-0-0	£2-0-0
Canal Steamer	£1-16-3 to £1-17-6	£1-16-3 to £2	£1-15 to £1-17-6	£1-12-6 to £2-0	£1-12-6 to £1-16-3	£1-12-6 to £1-15
Havre—Cotton via Canal (per ton)	£1-17-6 to £2 Nl.	£1-17-6 to £2	£1-17-6 to £2	£1-17-6 to £1-18 9	£1-16-3 to £2-0	£1-12-6 to £1-17-6
Trieste „ „ „	£2-5 to £2-10	£2-3-9 to £2-10	£2-5 to £2-10	£2-5 to £2-10	£2-3-9 to £2-5	£2 to £2-5
Marseilles & Genoa „ „	£2-2-6 to £2-5	£2-2 6 to £2-5	£2-2-6 to £2-5	£2-1-3 to £2-5	£2-0 to £2-5	£2 to £2-5
China, Steamer (per ton, 40 feet)	Rs. 7 to 10	Rs. 7 to 12	Rs. 6 to 12	Rs. 6 to 10	Rs. 8 to 10	Rs. 8 to 15

WEEKLY CURRENT QUOTATIONS for the Year 1881—*continued.*

Quotations.	Week ending 16th February.	Week ending 23rd February.	Week ending 2nd March.	Week ending 9th March.	Week ending 16th March.	Week ending 23rd March.
EXCHANGE.						
On England, Bank Bills Sight	1s. 7⅛d.	1s. 7 15/16 to 31/32d.	1s. 8 5/16 to ⅜d.	1s. 8 3/16 to 7/16d.	1s. 7 13/16d.	1s. 7 31/32 to 15/16d.
„ „ 3 m'ths' „	1s. 8 to 1/32d.	1s. 8 1/16 to ⅛d.	1s. 8 7/16 to 1/2d.	1s. 8 5/32 to 3/16d.	1s. 8 1/16 to 3/32d.	1s. 8 31/32 to 1 1/16d.
„ „ 4 „ „	1s. 8 1/16 to 3/32d.	1s. 8 1/8 to 3/16d.	1s. 8 1/4 to 5/16d.	1s. 8 7/32 to ¼d.	1s. 8⅛ to 5/32d.	1s. 8 33/64 to ⅛d.
„ „ 6 „ „	1s. 8⅛ to 7/32d.	1s. 8¼d.	1s. 8 13/32d.	1s. 8 5/16 to 11/32d.	1s. 8¼d.	1s. 8¼d.
First-class Credits...3 „ „	1s. 8 3/16d.	1s. 8 5/32 to 3/16d.	1s. 8 ⅜ to 13/32d.	1s. 8 7/16 to 11/32d.	1s. 8¼d.	1s. 8 5/16 to 7/32d.
„ „ 6 „ „	1s. 8⅜d.	1s. 8 1/16 to ⅛d.	1s. 8 7/16 to 1/2d.	1s. 8 7/16 to 15/32d.	1s. 8 3/32 to 7/16d.	1s. 8⅜ to 7/16d.
Documents ... 3 „ „	1s. 8 5/16d.	1s. 8 5/16 to 11/32d.	1s. 8 7/16d.	1s. 8 15/32 to ⅜d.	1s. 8 9/32d.	1s. 8 3/16 to ¼d.
„ „ 6 „ „	1s. 8 13/32d.	1s. 8½ to 17/32d.	1s. 8 9/16 to ⅝d.	1s. 8 17/32 to 9/16d.	1s. 8 5/16 to 19/32d.	1s. 8 23/32 to 25/32d.
Paris Francs Mercantile Bills ... 3 „ „	2·13½ to 2·14	2·14⅛ to 2·15¼	2·15¾ to 2·16	2·15 to 2·15½.	2·14 to 2·14½.	2·14
„ „ 6 „ „	2·15½ to 2·16	2·16½ to 2·17½	2·17½ to 2·18	2·17 to 2·17½.	2·16 to 2·16½.	2·16
Bank Rate, Calcutta, on Demand.	100⅛	100 1/16 to 100⅛	100 to 100 1/32	100	100	99 15/16 to 100
House Bills, China, 60 days' Sight	218 to 220 Nl.	217 to 220 Nl.	217 to 220 Nl.	217 to 220 Nl.	217 to 220 Nl.	217 to 220 Nl.
English Bar Gold, 100 touch (per tola)	Rs. 19.6 to 19-8	Rs. 19-6 to 19-8	Rs. 19-6 to 19-8	Rs. 19-8 to 19.10	Rs. 19-8 to 19-8-6	Rs. 19-7 to 19-8-6
Sovereigns	Rs. 12-2 to 12-2-4	„ 12-2 to 12-2-6	„ 12-1-6 to 12-2-6	„ 12-2 to 12-2-6	„ 12-2-3 to 12-3-6	„ 12-3 to 12-3-9
RATES OF DISCOUNT.						
Bank Rate of Discount on Private Bills	6 per cent.	6 per cent.	7 per cent.	7 per cent.	7 per cent.	7 per cent.
„ on Government Bills..	4 „	4 „	5 „	5 „	5 „	5 „
„ of Interest on Demand Loans on Govt. Securities	4 „	4 „	5 „	5 „	5 „	5 „
GOVERNMENT SECURITIES.						
Four per cents.	100⅜ to 100½	100½ to 100⅝	100	100¾ to 100⅞	101 to 101⅛	101⅛ to 101⅛.
Four-and-a-half per cents. ...	108¾ to 108⅞	109 to 109¼	109	109¾ to 109⅞	110 to 110⅛	110 to 110⅛.
IMPORTS.						
PIECE GOODS—						
Duty Free, *i.e.* 30s. and under.						
7lb. 40 in. G. Shirtings (13×11)	Rs. 3-3 to 4-2	Rs. 3-3 to 4-2	Rs. 3-3 to 4-2	Rs. 3-2 to 4-1	Rs. 3-2 to 4-1	Rs. 3-1 to 4-1
8¼ lb. „ (16×13)	„ 4-5 to 5-2	„ 4-4 to 5-2	„ 4-4 to 5-2	„ 4-3 to 5-1	„ 4-3 to 5-1	„ 4-3 to 5-1
3lb 32in. Madapollams (12×10)	„ 1-8 to 2-0	„ 1-8 to 2-2	„ 1-8 to 2-2	„ 1-8 to 2-1⅛	„ 1-8 to 2 1	„ 1-8 to 2-0½
No. 40s Mule Twist, per lb. ...	As. 9 to 10	As. 9 to 10	As. 9 to 9¾	As. 9 to 9¾	As. 8½ to 9⅝	As. 8½ to 9⅝
No. 30s Water Twist, per lb. ...	„ 9 to 9½	„ 9 to 9½	„ 8½ to 9⅝	„ 8½ to 9⅝	„ 8½ to 9⅝	„ 8½ to 9¼
Copper (Braziers), per cwt. ...	Rs. 45 to 46	Rs. 44⅛ to 46	Rs. 44¾ to 45¼	Rs. 44¾ to 45	Rs. 44½ to 45	Rs. 44½ to 45¼

Yellow Metal, „ ...	Rs. 36¼ to 37½	Rs. 36 to 37	Rs. 36 to 37	Rs. 35¾ to 37	Rs. 35 to 37	Rs. 35 to 37
Welsh Bar Iron, per candy ...	„ 25 to 32	„ 25 to 32	„ 25 to 32	„ 25 to 32	„ 25 to 32	„ 24 to 32
Staffordshire Bar Iron, per candy	„ 26 to 32	„ 26 to 32	„ 26 to 32	„ 26 to 32	„ 26 to 32	„ 26 to 32
Swedish Bar Iron „ ..	„ 43 to 48	„ 43 to 48	„ 43 to 48	„ 42½ to 48	„ 42 to 48	„ 42 to 48
Davison's West Hartley (per ton)	„ 15 to 17	„ 15 to 18	„ 15 to 16½	„ 15½ to 17	„ 15½ to 17	„ 15½ to 17
Welsh Hartley (per ton) ...	„ 14 to 16	„ 14 to 17	„ 14 to 15	„ 15 to 16	„ 15 to 16	„ 15 to 16
EXPORTS.						
COTTON— New (crop) 1880-81						
M. G. Broach, Good, per candy	Rs. 231/233 FP.	Rs. 229/230 FP.	Rs. 228/230 FP.	Rs. 221 FP.	Rs. 221 FP.	Rs. 225/226 FP.
Hingunghaut, Good „ ...	„ 218/225 FP.	„ 212/220 FP.	„ 210/218 FP.	„ 205/212 FP.	„ 205/215 FP.	„ 203/206 FP.
Akote, Good, „ ...	„ 213/217 FP.	„ 209/215 FP.	„ 209/213 FP.	„ 206/210 FP.	„ 200/204 FP.	„ 200/204 FP.
Oomrawuttee, FGF. „ ...	„ 197/200 FP.	„ 194/196 FP.	„ 190/193 FP.	„ 185/190 FP.	„ 180/192 FP.	„ 185/193 FP.
Dhollera, GF. „ ...	„ 190 FP.	„ 185/205 FP. Mar.-Apl. del.	Rs. 210 FP.	„ 178 FP.	„ 178 FP.	„ 173 FP.
Sawgd. Dharwar Good „ ...	„ 188/193FP.	Rs. 195 FP. April-May del.	„ 194/196FP.	„ 180 FP.	„ 195 FP. May del.	„ 198/199 FP. March-May Dly.
*** The Quotations are for Good Selections.						
Gingelly Seed, per candy ...	Rs. 30 to 36	Rs. 30 to 37	Rs. 30 to 37	Rs. 30 to 37	Rs. 30 to 37	Rs. 30 to 38½
Linseed (per cwt.)	„ 6·2 to 6·7	„ 6·4 to 6·9	„ 6·4 to 6·12	„ 6·4 to 6·10	„ 6·4 to 6·9	„ 6 to 6·5
Rapeseed „	„ 5·8 to 5·12	„ 5·8 to 5·12	„ 5·8 to 5·13	„ 5·8 to 5·13	„ 5·8 to 5·14	„ 5·6 to 5·14
Wheat (White Pessy), per candy of 756 lb.	„ 26¾ to 31	„ 28 to 31½	„ 28 to 32	„ 28 to 32½	„ 27 to 32	„ 28 to 31½
Opium (Malwa) (per chest) Old	„ 1670	„ 1635	„ 1660	„ 1705	„ 1675	„ 1685
„ „ „ New	„ 1605	„ 1585	„ 1590	„ 1605	„ 1575	„ 1585
FREIGHTS.						
Liverpool—Cotton, via Cape (per ton=50 feet)	£1-10 to £1-17-6	£1-5 to £1-17-6	£1-7-6 to £1-17-6	£1-10 to £1-17-6	£1-10 to £1-17-6	£1-10 to £1-17-6
„ Seed, via Cape per ton.	£1-7-6 to £1-17-6	£1-5 to £1-17-6	£1-5 to £1-17-6	£1-10 to £1-15	£1-10 to £1-15	£1-10 to £1-15
„ Cotton, via Suez Canal (per ton=40 feet)	£1-10 to £1-12-6	£1-5 to £1-7-6	£1-5 to £1-8-9	£1-5 to £1-10	£1-7-6 to £1-8-9	£1-8-9 to £1-12-6
London—M'ment cargo P. & O.	£2-0-0	£2-0-0	£1-15	£2-0-0	£1-15-0	£1-15-0
Canal Steamer	£1-10 to £1-16-3	£1-10 to £1-15	£1-13-9 to £1-12-6	£1-10 to £1-12-6	£1-10 to £1-12-6	£1-11-3 to £1 12-6
Havre—Cotton via Canal (per ton)	£1-10 to £1-15	£1-10 to £1-15	£1-7-6 to £1-10	£1 10 to £1-12-6	£1-10 to £1-12-6	£1-10 to £1-15
Trieste „ „ „	£2-2-6 to £2-5	£2-0 to £2-5	£1-15 to £2-5	£1-10 to £2 0	£1-10 to £2-5	£2-0-0
Marseilles & Genoa „ „	£2 to £2-3-9	£1-17-6 to £2-2-6	£1-15 to £2-0	£1-10 to £2-0	£1-10 to £2-0	£1-15 to £2-2-6
China, Steamer (per ton, 40 feet)	Rs. 5 to 10	Rs. 5 to 10	Rs. 5 to 10	Rs. 8	Rs. 8 to 10	Rs. 8 to 10

WEEKLY CURRENT QUOTATIONS for the Year 1881—*continued.*

Quotations.	Week ending 30th March.	Week ending 6th April.	Week ending 13th April.	Week ending 20th April.	Week ending 27th April.	Week ending 4th May.
EXCHANGE.						
On England, Bank Bills Sight	1s. 7 31/32 to 8d.	1s. 7 7/8d.	1s. 7 15/16 to 8 1/32d.	1s. 8d.	1s. 7 31/32d.	1s. 7 31/32 to 1 1/16d.
,, ,, 3 m'ths' ,,	1s. 8 3/32 to 5/32d.	1s. 8d.	1s. 8 1/16 to 3/32d.	1s. 8 1/8 to 5/32d.	1s. 8 1/16 to 3/32d.	1s. 7 31/32 to 1 1/16d.
,, ,, 4 ,, ,,	1s. 8 1/8 to 7/32d.	1s. 8 1/32 to 1/16d.	1s. 8 1/8 to 5/32d.	1s. 8 1/32d.	1s. 8 1/8 to 3/32d.	1s. 7 31/32 to 1s. 8d.
,, ,, 6 ,, ,,	1s. 8 1/4 to 11/32d.	1s. 8 1/8 to 5/16d.	1s. 8 3/32 to 1/4d.	1s. 8 9/32 to 5/16d.	1s. 8 1/4 to 5/32d.	1s. 8 3/32 to 1/8d.
First-class Credits... 3 ,, ,,	1s. 8 1/4d.	1s. 8 1/8d.	1s. 8 1/4d.	1s. 8 9/32 to 11/32d.	1s. 8 1/4d.	1s. 8 1/16d.
,, ,, 6 ,, ,,	1s. 8 13/32 to 7/16d.	1s. 8 3/32 to 1/8d.	1s. 8 5/32 to 7/16d.	1s. 8 7/32 to 1/8d.	1s. 8 13/32 to 7/16d.	1s. 8 5/16 to 3/8d.
Documents... ... 3 ,, ,,	1s. 8 9/32d.	1s. 8 3/32d.	1s. 8 9/32d.	1s. 8 1/4 to 11/32d.	1s. 8 9/32d.	1s. 8 3/8d.
,, ... 6 ,, ,,	1s. 8 7/16 to 1/2d.	1s. 8 1/8 to 11/32d.	1s. 8 7/16 to 15/32d.	1s. 8 5/32 to 15/32d.	1s. 8 7/16 to 15/32d.	1s. 8 7/16 to 1/2d.
Paris Francs Mercantile Bills ... 3 ,, ,,	2·14 1/2 to 2·14 3/4	2·13 1/4 to 2·13 3/4	2·14 1/2	2·15 to 2·15 1/4	2·14 1/4 to 2·14 1/2	2·11 3/4d.
,, ,, ... 6 ,, ,,	2·16 1/2 to 2·16 3/4	2·15 1/4 to 2·15 3/4	2·16 1/2	2·17 to 2·17 1/4	2·16 1/4 to 2·16 1/2	2·13 to 2·13 1/4
Bank Rate, Calcutta, on Demand.	100 to 100 3/32	100 to 100 1/8	100 to 100 1/16	99 13/16 to 99 7/8	99 13/16 to 99 7/8	99 7/8
House Bills, China, 60 days' Sight	218 to 220 Nl.	218 to 220 Nl.	217 to 221 Nl.	217 to 221 Nl.	219 to 221 Nl.	218 to 221
English Bar Gold, 100 touch (per tola)	Rs. 19-5-6/19-7	Rs. 19-7-0	Rs. 19-6/19-6 6	Rs. 19-5-6/19-6	Rs. 19 6 3/19-6-9	Rs. 19-7 to 19-8
Sovereigns	,, 12-3/12-3-6	,, 12-2-6	,, 12-2 to 12-3	,, 12-2-6/12-3	,, 12-2-9/12-3-6	,, 12-2-6/12-3-6
RATES OF DISCOUNT.						
Bank Rate of Discount on Private Bills	7 per cent.	8 per cent.	8 per cent.	9 per cent.	9 per cent.	9 per cent.
,, on Government Bills.	5 ,,	6 ,,	6 ,,	7 ,,	7 ,,	7 ,,
,, of Interest on Demand Loans on Govt. Securities	5 ,,	6 ,,	6 ,,	7 ,,	7 ,,	7 ,,
GOVERNMENT SECURITIES.						
Four per cents.	102 1/4 to 102 3/8	102 1/4 to 102 3/16	101 31/32 to 101 3/8	101 3/8 to 101 1/2	101 31/32 to 101 3/4	102 1/4
Four-and a-half per cents. ...	110 to 110 1/4	109 7/8 to 110	109 3/4 to 109 7/8	109 15/16 to 109 3/4	109 7/8 to 109 15/16	109 7/8 to 109 3/4
IMPORTS.						
Piece Goods—						
Duty Free, *i.e.* 30s and under.						
7lb. 40in. G. Shirtings (13×11)	Rs. 3-1 to 4-1	Rs. 3-1 to 4-1	Rs. 3-1 to 4-2	Rs. 3-1 to 4-2	Rs. 3-1 to 4-2	Rs. 3-1 to 4-2
8 1/2lb. ,, (16×13)	,, 4-2 to 5-0	,, 4-2 to 5-0	,, 4-2 to 5-1	,, 4-2 to 5-1	,, 4-2 to 5-1	,, 4-2 to 5-1
3lb. 32in. Madapollams (12×10)	,, 1-8 to 2-0 1/2	,, 1-8 to 2-6	,, 1-8 to 2 0	,, 1-8 to 2.0	,, 1-8 to 2.0	,, 1-8 to 2-0
No. 40s Mule Twist, per lb. ...	As. 8 3/4 to 9 1/2	As. 8 3/4 to 9 1/2	As. 8 3/4 to 9 1/2	As. 8 3/4 to 9 1/2	As. 8 1/2 to 9 1/2	As. 8 1/2 to 9 1/2
No. 30s Water ,, ,, ...	,, 8 1/2 to 9 1/4	,, 8 1/4 to 9 1/4	,, 8 1/4 to 9 1/4	,, 8 1/4 to 9 1/4	,, 8 1/4 to 9 1/4	,, 8 1/4 to 9 1/4

Copper (Braziers), per cwt. ...	Rs. 44½ to 45¼	Rs. 44½ to 45¼	Rs. 44½ to 46	Rs. 45 to 46½	Rs. 44½ to 46¼	Rs 44½ to 46½
Yellow Metal, „ ...	„ 35 to 37	„ 35 to 36¾	„ 35 to 36¾	„ 35 to 36¾	„ 35 to 36¾	„ 35 to 37
Welsh Bar Iron, per candy ...	„ 24 to 32	„ 24 to 32	„ 24 to 32	„ 24 to 32	„ 24 to 32	„ 24 to 32
Staffordshire Bar Iron, per candy	„ 26 to 32	„ 26 to 32	„ 26 to 32	„ 26 to 32	„ 26 to 32	„ 26 to 32
Swedish Bar Iron „ ...	„ 41½ to 48	„ 41½ to 48	„ 41 to 48	„ 41 to 48	„ 41 to 48	„ 41 to 48
Davison's West Hartley (per ton)	„ 15½ to 17	„ 15½ to 17	„ 15¼ to 17	„ 15½ to 18	„ 16 to 18	„ 16 to 18
Welsh Hartley (per ton) ...	„ 15 to 16	„ 15 to 16	„ 14¾ to 16	„ 14¾ to 17	„ 15½ to 17	„ 16 to 17
EXPORTS.						
COTTON— New (crop) 1880-81.						
M.G. Broach, Good, per candy...	Rs. 219 FP.	Rs. 222/225 FP.	Rs. 217/219 FP.	Rs. 210/212 FP.	Rs. 200/208 FP.	Rs. 193/200 FP.
Hingunghaut, Good „ ..	„ 205 FP.	„ 195/208 FP.	„ 197/206 FP.	„ 200 FP.	„ 200 FP.	„ 186 FP.
Akote, Good „ ...	„ 196/205 FP.	„ 196/204 FP.	„ 195/197 FP.	„ 176/198 FP.	„ 184/195 FP.	„ 180/185 FP.
Oomrawuttee, F.G.F. „ ...	„ 180/188 FP.	„ 180/188 FP.	„ 180/187 FP.	„ 175/187 FP.	„ 171/175 FP.	„ 165/170 FP.
Dhollera, Good & G.F. „	„ 178/194FP. Mar.Apl.dly	„ 174to200FP.	„ 175/197 FP.	„ 182/192 FP.	„ 178/190 FP.	„ 168/183 FP.
Sawgd. Dharwar, Good „	„ 195 FP. May dly.	„ 178to180FP.	Rs. 198 FP. May dly.	„ 192/195 FP.	„ 185 FP.	„ 180/186 FP.
*** The Quotations are for Good Selections.						
Gingelly Seed, per candy ..	Rs. 31 to 42	Rs. 30 to 42	Rs. 30 to 42	Rs. 29 to 42	Rs. 30 to 40	Rs. 30 to 40
Linseed (per cwt.)	„ 6-4 to 6-5	„ 6-4 to 6-7	„ 6-4 to 6-7	„ 6-4 to 6-6	„ 6-3 to 6-5	„ 6-1 to 6-3
Rapeseed „	„ 5-14	„ 5-13 to 5-14	„ 5-13 to 6-0	„ 5-14 to 5-15	„ 5-11 to 5-15	„ 5-11 to 5-15
Wheat (White Pessy), per candy of 756 lb.	„ 27 to 31½	„ 27 to 32	„ 27 to 32	„ 27 to 31½	„ 29 to 32	„ 28 to 31½
Opium (Malwa) (per chest) Old	„ 1675	„ 1675	„ 1650	„ 1650	„ 1630	„ 1650
„ „ „ New	„ 1575	„ 1575	„ 1550	„ 1575	„ 1530	„ 1530
FREIGHTS.						
Liverpool—Cotton, via Cape, (per ton=50 feet)...	£1-10 to £1-17-6	£1-12-6to£1-17-6	£1-12-6to£1-17-6	£1-15 to£1-17-6	£1-15 to £2-0	£1-15-6 to£2-10
„ Seed, via Cape per ton	£1-10 to £1-15	£1-12-6to£1-17-6	£1-12-6to£1-17-6	£1-13-9to£1-17-6	£1-15 to £2-0	£1-15 to £2-7-6
„ Cotton, via Suez Canal (per ton=40 feet).	£1-10 to £1-12-6	£1-12-6 to£1-15	£1-13-9 to£1-15	£1-12-6 to£1-15	£1-15 to£1-17-6	£1-17-6to£1-18-9
London—M'ment cargo P. & O.	£1-15	£2-0	£2-0	£2-0	£2-0	£2-0
Canal Steamer	£1-12-6 to £1-15	£1-12-6 to£1-15	£1-15 to£1-16-3	£1-15 to£1-16-3	£1-15 to£1-17-6	£1-16-3to£1-17-6
Havre—Cotton via Canal (per ton)	£1-12-6 to £1-15	£1-15	£1-17-6	£1-15 to £2	£1-15 to£1-17-6	£1-17-6 to £2
Trieste „ „ „	£2-0	£2 to £2 2-6	£2-5	£2-5	£2-5 to £2-7-6	£1-17-6 to£2-10
Marseilles and Genoa	£1-15 to £2-0	£1-15 to £2-2-6	£2 to £2-5	£2 to £2-5	£2 to £2-10	£1-17-6to£2-7-6
China, Steamer (per ton, 40 feet)	Rs. 8 to 10	Rs. 10	Rs. 10	Rs. 8 to 10	Rs. 8 to 10	Rs. 10

WEEKLY CURRENT QUOTATIONS for the Year 1881.—*continued.*

Quotations.	Week ending 11th May.	Week ending 18th May.	Week ending 25th May.	Week ending 30th May.	Week ending 6th June.	Week ending 13th June.
EXCHANGE.						
On England, Bank Bills Sight	1s. 7 to $\frac{23}{32}$d.	1s. $7\frac{1}{8}$ to $\frac{3}{4}$d.	1s. $7\frac{11}{16}$ to $\frac{33}{32}$d.	1s. $7\frac{23}{32}$ to $\frac{3}{4}$d.	1s. $7\frac{11}{16}$d.	1s. $7\frac{17}{32}$d.
,, ,, 3 m'ths' ,,	1s. 8 to $\frac{1}{32}$d.	1s. $7\frac{3}{8}$ to $\frac{27}{32}$d.	1s. $7\frac{13}{16}$ to $\frac{29}{32}$d.	1s. $7\frac{27}{32}$ to $\frac{29}{32}$d.	1s. $7\frac{3}{4}$ to $\frac{13}{16}$d.	1s. $7\frac{9}{16}$d.
,, ,, 4 ,, ,,	1s. $8\frac{1}{16}$ to $\frac{3}{32}$d.	1s. $7\frac{7}{8}$ to $\frac{29}{32}$d.	1s. $7\frac{7}{8}$ to $\frac{29}{32}$d.	1s. $7\frac{7}{8}$ to $\frac{15}{16}$d.	1s. $7\frac{13}{16}$ to $\frac{7}{8}$d.	1s. $7\frac{21}{32}$ to $\frac{11}{16}$d.
,, ,, 6 ,, ,,	1s. $8\frac{5}{32}$ to $\frac{7}{32}$d.	1s. $7\frac{31}{32}$ to $8\frac{1}{32}$d.	1s. $7\frac{31}{32}$ to 8d.	1s. 8d.	1s. $7\frac{15}{16}$d.	1s. $7\frac{25}{32}$ to $\frac{13}{16}$d.
First-class Credits...3 ,, ,,	1s. $8\frac{5}{32}$d.	1s. $7\frac{15}{16}$ to $\frac{31}{32}$d.	1s. $7\frac{15}{16}$ to 8d.	1s. $7\frac{15}{16}$ to $\frac{31}{32}$d.	1s. $7\frac{29}{32}$d.	1s. $7\frac{29}{32}$ to $\frac{15}{16}$d.
,, ,, 6 ,, ,,	1s. $8\frac{1}{16}$ to $\frac{11}{32}$d.	1s. $8\frac{3}{32}$ to $\frac{1}{4}$d.	1s. $8\frac{3}{32}$ to $\frac{5}{32}$d.	1s. $8\frac{1}{16}$ to $8\frac{1}{32}$d.	1s. $8\frac{1}{32}$ to $\frac{1}{8}$d.	1s. $7\frac{31}{32}$ to $\frac{29}{32}$d.
Documents ... ...3 ,, ,,	1s. $8\frac{3}{16}$d.	1s. $7\frac{31}{32}$ to 8d.	1s. $8\frac{1}{32}$ to $8\frac{1}{32}$d.	1s. 7$\frac{31}{32}$ to 8d.	1s. $7\frac{15}{16}$d.	1s. $7\frac{31}{32}$ to $\frac{29}{32}$d.
,, ,, 6 ,, ,,	1s. $8\frac{1}{32}$ to $\frac{3}{8}$d.	1s. $8\frac{1}{8}$ to $\frac{5}{32}$d.	1s. $8\frac{1}{8}$ to $\frac{3}{16}$d.	1s. $8\frac{3}{32}$ to $\frac{5}{32}$d.	1s. $8\frac{1}{16}$ to $\frac{5}{32}$d.	1s. $7\frac{15}{16}$ to $\frac{15}{16}$d.
Paris Francs Mercantile Bills ... ...3 ,, ,,	2·13 to 2·13¼	2·10¾	2·10¾ to 2·11	2·10½ to 2·10¾	2·09½ to 2·09¾	2·08¼ to 2·08½
,, ,, 6 ,, ,,	2·15 to 2·15¼	2·12¾	2·12½ to 213	2·12½ to 2·12¾	2·11½ to 2·11¾	2·10¼ to 2·10½
Bank Rate, Calcutta, on Demand	99 $\frac{11}{16}$ to 99$\frac{15}{16}$	100 to 100$\frac{1}{16}$	100 to 100$\frac{1}{16}$	100$\frac{1}{32}$ to 100$\frac{1}{16}$	100 to 100$\frac{1}{16}$	100 to 100$\frac{1}{16}$
House Bills, China, 60 days' Sight	219 to 221 Nl.	220 to 221 Nl.	220 to 221 Nl.	220 to 222 Nl.	220 Nominal.	219 to 221 Nl.
English Bar Gold, 100 touch (per tola)	Rs, 19-6-6	Rs 19-9-6	Rs. 19-9 to 19-9 6	Rs. 19-9-3/19-9-6	Rs. 19-9-6	Rs19-10/19-10-6
Sovereigns	,, 12 to 12-3-6	,, 12-3-6 to 12-4	,, 12-3/12-3-6	,, 12-3 to 12-3-6	,, 12-3-6/12-4	,, 12-4/12-5
RATES OF DISCOUNT.						
Bank Rate of Discount on Private Bills	9 per cent.	8 per cent.	8 per cent.	8 per cent.	8 per cent.	7 per cent.
,, on Government Bills...	7. ,,	6 ,,	6 ,,	6 ,,	6 ,,	5 ,,
,, of Interest on Demand Loans on Govt. Securities	7 ,,	6 ,,	6 ,,	6 ,,	6 ,,	5 ,,
GOVERNMENT SECURITIES.						
Four per cents	102$\frac{3}{4}$ to 102$\frac{3}{4}$	102$\frac{3}{4}$ to 102$\frac{7}{8}$	103$\frac{3}{8}$	103$\frac{7}{8}$ to 104	104$\frac{1}{16}$ to 104$\frac{1}{8}$	104$\frac{7}{8}$ to 105
Four-and-a-half per cents. ...	110$\frac{1}{4}$	110$\frac{4}{16}$ to 110$\frac{7}{8}$	110$\frac{5}{8}$	111$\frac{1}{8}$ to 111$\frac{3}{8}$	111$\frac{1}{4}$ to 111$\frac{1}{2}$	111$\frac{7}{8}$ to 112
IMPORTS.						
Piece Goods—						
Duty Free, *i.e.* 30s and under.						
7lb.40in. G. Shirtings(13 × 11)	Rs. 3-1 to 4-2	Rs. 3-1 to 4-2	Rs. 3-1 to 4 2	Rs. 3-1 to 4-2	Rs. 3-1 to 4-2	Rs. 3-1 to 4-2
8¼ lb. ,, (16 × 13)	,, 4-2 to 5-1	,, 4-2 to 5-1	,, 4-2 to 5-1	,, 4-2 to 5-1	,, 4-2 to 5-1	,, 4-2 to 5-1
3lb32in.Madapollams(12 × 10)	,, 1-8 to 2-0	,, 1-8 to 2-0	,, 1-8 to 2-0	,, 1-8 to 2-0	,, 1-8 to 2-0	,, 1-8 to 2-0
No, 40s Mule Twist, per lb. ...	As. 8¼ to 9¼	As. 8½ to 9½	As. 8¼ to 9¼	As. 8¼ to 9⅛	As. 8¼ to 9¼	As. 8¼ to 9¼

No. 30s Water Twist, per lb. ...	As. 8¼ to 9	As. 8¼ to 9	As. 8 to 9	As. 8¼ to 9	As. 8 to 8¾	As. 8 to 9
Copper (Braziers), per cwt. ...	Rs. 45 to 40½	Rs. 45½ to 46	Rs. 45½ to 46	Rs. 45½ to 46	Rs. 45½ to 47	Rs. 46½ to 47½
Yellow Metal ,, ...	,, 35½ to 37	,, 36 to 37	,, 35½ to 36½	,, 35½ to 37	,, 35½ to 37½	,, 37 to 38½
Welsh Bar Iron, per candy ...	,, 24 to 32	,, 24 to 32	,, 24 to 32	,, 24 to 26	,, 23½ to 25	,, 23½ to 25
Staffordshire Bar Iron, per candy	,, 26 to 32	,, 26 to 32	,, 26 to 32	,, 26 to 30	,, 26 to 29	,, 26 to 29
Swedish Bar Iron ,, ...	,, 41 to 48	,, 41 to 48	,, 41 to 48	,, 41½ to 47	,, 41 to 46	,, 41 to 46
Davison's West Hartley (per ton)	,, 16 to 18	,, 15¾ to 18	,, 15¼ to 17	,, 16 to 17	,, 16 to 17	,, 17
Welsh Hartley (per ton) ...	,, 16 to 17	,, 15¾ to 17	,, 15 to 17	,, 15 to 17	,, 15 to 17	,, 16
EXPORTS.						
COTTON— New (crop) 1880-81.						
M. G. Broach, Good, per cdy.	Rs. 190/198 FP.	Rs. 193/195 FP.	Rs. 193/195 FP.	Rs. 190/98 FP.	Rs. 192 FP.	Rs. 185/93 FP.
Hinganghaut, Good ,,	,, 185 FP.	,, 190 FP.	Nil.	,, 180 Nl. FP.	Nil.	Nil.
Akote Good ,,	,, 173/180 FP.	,, 175/180 FP.	Rs. 175/177 FP.	,, 177/82 FP.	Rs. 178/85 FP.	Rs. 180 FP.
Oomrawuttee, FGF. ,,	,, 165/172 FP.	,, 167/173 FP.	,, 168/170 FP.	,, 168½/73 FP.	,, 172/75 FP.	,, 172/75 FP.
Dhollera GF. and Good ,,	,, 165/187 FP.	,, 168/183 FP.	,, 170/185 FP.	,, 168/187 FP.	,, 165/85 FP.	,, 166/90 FP.
Sawgd. Dharwar, Good ,,	,, 173/180 FP.	,, 173/178 FP.	,, 178/180 FP.	,, 178/85 FP.	,, 180/86 FP.	,, 180/94 FP.
*** The Quotations are for Good Selections.						
Ginge'ly Seed per candy ...	Rs. 28 to 40	Rs. 28 to 40	Rs. 28 to 40	Rs. 28 to 40	Rs. 28 to 40	Rs. 30 to 40
Linseed (per cwt.)	,, 6 to 6-3	,, 6 to 6-3	,, 6 to 6-4	,, 6 to 6-4	,, 6-3 to 6-4	,, 6-3 to 6-5
Rapeseed ,, ...	,, 5-11 to 5-15	,, 5-10 to 5-15	,, 5-10 to 5-15	,, 5-10 to 5-15	,, 5-14 to 5-15	,, 5-14 to 5-15
Wheat (White Pessy), per candy of 756 lb.	,, 28 to 32	,, 28 to 32	,, 28 to 32	,, 28 to 35	,, 28 to 31½	,, 27½ to 31½
Opium (Malwa) (per chest) Old	,, 1650	,, 1630	,, 1665	,, 1650	,, 1665	,, 1665
,, ,, ,, New	,, 1525	,, 1510	,, 1525	,, 1525	,, 1545	,, 1545
FREIGHTS.						
Liverpool—Cotton, via Cape (per ton=50 feet)...	£2 to £2-12-6	£2-5 to £2-12-6	£2-5 to £2-10	£2-5 to £2-10	£2 to £2-10	£1-17-6 to £2-2-6
,, Seed, via Cape per ton...	£2 to £2-12-6	£2-5 to £2-12-6	£2-5 to £2-10	£2-5 to £2-10	£2 to £2-10	£1-17-6 to £2-2-6
,, Cotton via Suez Canal (per ton=40 feet) ...	£1-15 to £2-5	£1-12-6 to £2-2-6	£2 to £2-3-9	£1-18-9 to £2-5	£1-16-3 to £2-2-6	£1-15 to £1-17-6
London—M'mont cargo P. & O. Canal Steamer	£2-0	£2-5	£2-7-6	£2-7-6	£2-5	£2-5
	£1-15 to £2-10	£2 to £2-10	£2-5 to £2-7-6	£2 to £2-5	£2 to £2-5	£1-15 to £2-2-6
Havre—Cotton via Canal (per ton)	£1-17-6 to £2-5	£2-5 to £2-7-6	£2-5 to £2-7-6	£2-2-6 to £2-7-6	£2-2-6 to £2-5	£2 to £2-7-6
Trieste ,, ,, ,,	£2-7-6 to £2-15	£2-10 to £2-17-6	£2-10 to £2-15	£2-5 to £2-15	£2-5 to £2-10	£2-5 to £2-7-6
Marseilles & Genoa ,, ,,	£2-5 to £2-10	£2-2-6 to £2-17-6	£2-5 to £2-15	£2-5 to £2-15	£2-5 to £2-15	£2-5 to £2-7-6
China, Steamer (per ton, 40 feet)	Rs. 8 to 10	Rs. 10	Rs. 5 to 10	Rs. 5 to 10	Rs. 8 to 15	Rs. 10 to 15

WEEKLY CURRENT QUOTATIONS for the Year 1881—*continued.*

Quotations.	Week ending 20th June.	Week ending 27th June.	Week ending 4th July.	Week ending 11th July.	Week ending 18th July.	Week ending 25th July.
EXCHANGE.						
On England, Bank Bills Sight	1s. 7 19/32 to 3/4d.	1s. 7 3/4d.	1s. 8 to 1/4d.	1s. 7 17/32 to 9/16d.	1s. 7 19/32d.	1s. 7 23/32d.
„ „ 3 m'ths „	1s. 7 11/16d.	1s. 7 27/32 to 7/8d.	1s. 8 3/32 to 7/32d.	1s. 7 7/8 to 29/32d.	1s. 7 11/16 to 23/32d.	1s. 7 13/16d.
„ „ 4 „ „	1s. 7 3/4d.	1s. 7 29/32d.	1s. 8 5/32 to 9/32d.	1s. 7 31/32 to 33/32d.	1s. 7 3/4d.	1s. 7 27/32 to 7/8d.
„ „ 6 „ „	1s. 7 13/16 to 31/32d.	1s. 8d.	1s. 8 1/4 to 11/32d.	1s. 7 15/16d.	1s. 7 13/16 to 1/4d.	1s. 7 15/16 to 31/32d.
First class Credits ...3 „ „	1s. 7 29/32d.	1s. 7 15/16d.	1s. 8 1/4 to 3/8d.	1s. 7 3/4 to 13/16d.	1s. 7 13/16 to 27/32d.	1s. 7 15/16 to 31/32d.
„ „ 6 „ „	1s. 7 31/32d.	1s. 8 1/16 to 3/32d.	1s. 8 3/8 to 1/4d.	1s. 7 7/8 to 15/16d.	1s. 7 15/16 to 31/32d.	1s. 8 1/16 to 3/32d.
Documents ... ...3 „ „	1s. 7 1/4d.	1s. 7 3/32d.	1s. 8 9/32 to 7/16d.	1s. 7 25/32 to 27/32d.	1s. 7 31/32 to 1/4d.	1s. 7 31/32 to 8d.
„ „ 6 „ „	1s. 8d.	1s. 8 3/32 to 1/4d.	1s. 8 13/32 to 9/16d.	1s. 7 29/32 to 31/32d.	1s. 8 1/32 to 1/8d.	1s. 8 3/32 to 1/8d.
Paris Francs Mercantile Bills ... ...3 „ „	2·09 1/4 to 2·09 1/2	2·10 1/2 to 2·11	2·13 1/2 to 2·15 1/2	2·09 to 2·09 1/2	2·09 1/4 to 2·10	2·10 1/2 to 2·11
„ „ 6 „ „	2·11 1/4 to 2·11 1/2	2·12 1/2 to 2·13	2·15 1/2 to 2·17 1/2	2·11 to 2·11 1/4	2·11 1/4 to 2·12	2·12 to 2·13
Bank Rate, Calcutta, *on Demand.*	100 to 100 1/8	100 to 100 1/16	100 to 100 1/16	100 to 100 1/16	100 to 100 1/16	100 to 100 1/16
House Bills, China, 60 days' Sight	219 to 221	220 to 221 Nl.	220 to 222 Nl.	220 to 221 Nl.	220 to 222 Nl.	220 to 221 Nl.
English Bar Gold, 100 touch (per tola)	Rs. 19-5 to 19-10-6	Rs. 19-9 to 19-11	Rs. 19-4/19-6-6	Rs. 19-9	Rs. 19-8/19-9-6	Rs. 19-9/19-9-6
Sovereigns	„ 12-4-6/12-5	„ 12-4-6	„ 12-2-6/12-4	„ 12-3-6/12-4	„ 12-3/12-3-9	„ 12-3 6/12-4
RATES OF DISCOUNT.						
Bank Rate of Discount on Private Bills	7 per cent.	7 per cent.	7 per cent.	7 per cent.	7 per cent.	7 per cent.
„ on Government Bills...	5 „	5 „	5 „	5 „	5 „	5 „
„ -of Interest on Demand Loans on Govt. Securities	5 „	5 „	5 „	5 „	5 „	5 „
GOVERNMENT SECURITIES.						
Four per cents.	104 13/16 to 104 1/8	104 1/8 to 104 1/8	106 1/4 to 106 1/2	105 1/4 to 105 3/8	105 3/8 to 105 3/4	105 3/4 to 105 1/2
Four-and-a-half per cents. ...	111 1/4 to 111 1/8	111 1/4 to 111 15/16	113 1/4 to 114	112 1/4 to 112 3/4	112 1/8 to 113	113 1/4 to 113 1/4
IMPORTS.						
Piece Goods—						
Duty Free, *i.e.*, 30s and under.						
7lb. 40in. G Shirtings (13×11)	Rs. 3.1 to 4.2	Rs 3.1 to 4.2.	Rs. 3.1 to 4.2	Rs. 3.1 to 4.2	Rs. 3.1 to 4.2	Rs. 3.1 to 4.2
8 1/4lb. „ „ (16×13)	„ 4.2 to 5.1	Rs. 4.2 to 5.1	„ 4.2 to 5.1	„ 4.2 to 5.1	Rs. 4.2 to 5.1	Rs. 4.2 to 5.1
3lb. 32in. Madapollams (12×10)	„ 1.8 to 2.0	„ 1.8 to 1.15	„ 1.8 to 1.15	„ 1.8 to 1.15	„ 1.8 to 1.15	„ 1.8 to 1.15
No. 40s Mule Twist, per lb. ...	As. 8 1/2 to 9 1/4	As. 8 1/2 to 9 1/4	As. 8 1/2 to 9 1/2	As. 8 1/2 to 9 1/2	As. 8 1/2 to 9 1/2	As. 8 1/2 to 9 1/2
No. 30s. Water „ „ ...	„ 8 to 9	„ 8 to 9 1/4	„ 8 to 9 1/4	„ 8 to 9 1/2	„ 8 to 9 1/2	„ 8 1/4 to 9 1/4

Copper (Braziers), per cwt. ...	Rs. 46½ to 48½	Rs. 46½ to 47¼	Rs. 46½ to 47¼	Rs. 46⅞ to 47¾	Rs. 47 to 49	Rs. 47¾ to 49
Yellow Metal „ ..	„ 37 to 39	„ 37¼ to 38½	„ 37¾ to 38¾	„ 37 to 38¼	„ 37 to 39½	„ 38 to 39½
Welsh Bar Iron, per candy ...	„ 23½ to 25	„ 23½ to 25	„ 23½ to 25	„ 22½ to 25	„ 23 to 25	„ 23 to 25
Staffordshire Bar Iron, per candy	„ 25 to 29	„ 25 to 29	„ 25 to 29	„ 25 to 29	„ 25 to 29	„ 25 to 29
Swedish Bar Iron „ ...	„ 42 to 44	„ 41 to 44	„ 41 to 44	„ 41 to 43	„ 41 to 44	„ 41 to 43
Davison's West Hartley (per ton)	„ 15 to 17	„ 14 to 17	„ 16	„ 14 to 16	„ 14 to 16	„ 14 to 16
Welsh Hartley (per ton) ...	„ 15 to 16	„ 14 to 16	„ 15 to 15½	„ 14 to 15	„ 14 to 15½	„ 13 to 15
EXPORTS.						
COTTON— New (crop) 1880-81						
M. G. Broach, Good, per candy.	Rs. 192 FP.	Rs. 190 FP.	Rs. 180/90 FP.	Rs. 185 FP.	Rs. 185/88 FP.	Nil.
Hingunghaut, Good „ ...	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.
Akote, Good „ ...	„ 180 FP.	„ 178/80 FP.	Rs. 178/80 FP.	„ 178/79 FP.	„ 178/80 FP.	Nil.
Oomrawuttee, FGF. „ ...	„ 168/76 FP.	„ 172/84 FP.	„ 167/75 FP.	„ 168/72 FP.	„ 168/72 FP.	Rs. 170 FP.
Dhollera, G.F. & Good „ ...	„ 170/90 FP.	„ 170/92 FP.	„ 165/90 FP.	„ 162/88 FP.	„ 168/90 FP.	„ 168/88 FP.
Sawgd. Dharwar, Good „ ...	„ 180/89 FP.	„ 180/87 FP.	„ 178/86 FP.	„ 175/90 FP.	„ 178/90 FP.	„ 180/90 FP.
*** The Quotations are for Good Selections.						
Gingelly Seed, per candy ...	Rs. 32 to 40	Rs. 32 to 40	Rs. 32 to 40	Rs. 32 to 40	Rs. 32 to 40	Rs. 32 to 40
Linseed (per cwt.)	„ 6·4 to 6·6	„ 6·4 to 6·6	„ 6·4 to 6·6	„ 6·4 to 6·6	„ 6·4 to 6·6	„ 6·4 to 6·6
Rapeseed „	„ 6·1 to 6 2	„ 6 to 6·2	„ 6·1 to 6·2	„ 6 to 6·2	„ 6·1 to 6·2	„ 6 to 6·2
Wheat (White Pessy), per candy of 756 lb.	„ 30 to 32	„ 29 to 31½	„ 31 to 31½	„ 31 to 31½	„ 30 to 31½	„ 30 to 31½
Opium (Malwa) (per chest) Old	„ 1675	„ 1650	„ 1675	„ 1675	„ 1685	„ 1675
„ „ „ New	„ 1550	„ 1550	„ 1585	„ 1585	„ 1615	„ 1615
FREIGHTS.						
Liverpool—Cotton, via Cape (per ton=50 feet)	£1·17·6 to £2·0	£1·17·6 to £2·0	£1·15 to £2·0	£1·15 to £2·0	£1·15 to £2·0	£1·15 to £2·0
„ Seed, via Cape per ton.	£1·17·6 to £2·0	£1·15 to £2·0	£1·15 to £2·0	£1·15 to £2·0	£1·15 to £2·0	£1·15 to £2 0
„ Cotton via Suez Canal (per ton=40 feet).	£1·15 to £1·17·6	£1·15 to £1·17·6	£1·15 to £1·17·6	£1·15 to £1·17 6	£1·16·3 to £2 0	£1·17·6 to £2·0
London—M'ment cargo P. & O.	£2·2 6	£2·2·6	£2·0	£2·2·6	£2 to £2·5	£2 5
Canal Steamer	£1·16·3 to £2·0	£1·17·6 to £2·0	£1·17·6 to £2·0	£1·17·6 to £2·0	£1·15 to £2·0	£1·17·6 to £2
Havre—Cotton via Canal (per ton)	£2·0	£2	£2·0	£2 0	£2·0	£2·0
Trieste „ „ „	£2·2·6 to £2·7·6	£1·15 to £2·0	£2 to £2·5	£2 to £2·2·6	£1·17·6 to £2·0	£1·15 to £2·2·6
Marseilles & Genoa „ „	£2·2·6 to £2·7·6	£2 to £2·5	£2 to £2·7·6	£1·15 to £2·5	£2 to £2·5	£2 to £2·5
China, Steamer (per ton, 40 feet)	Rs. 10	Rs. 8 to 15	Rs. 10 to 15	Rs. 10 to 15	Rs. 10 to 15	Rs. 10 to 15

WEEKLY CURRENT QUOTATIONS for the Year 1881—*continued.*

Quotations.	Week ending 1st August.	Week ending 8th August.	Week ending 15th August.	Week ending 22nd August.	Week ending 29th August.	Week ending 5th September.
EXCHANGE.						
On England, Bank Bills Sight	1s. 7 1/32 d.	1s. 7 3/32 d.	1s. 7 5/32 to 3/4 d.	1s. 7 13/32 to 7/32 d.	1s. 7 7/32 to 1/8 d.	1s. 7 9/32 to 1/8 d.
„ „ 3 m'ths' „	1s. 7 1/16 d.	1s. 7 1/4 to 3 1/32 d.	1s. 7 1/8 to 1/4 d.	1s. 7 9/32 to 8d.	1s. 8 to 1/16 d.	1s. 7 1/16 to 3/32 d.
„ „ 4 „ „	1s. 7 23/32 to 3/4 d.	1s. 7 3/16 to 27/32 d.	1s. 7 1/8 to 1/16 d.	1s. 8 to 1/16 d.	1s. 8 1/16 to 1/4 d.	1s. 8 to 1/32 d.
„ „ 6 „ „	1s. 7 13/16 d.	1s. 7 29/32 to 15/16 d.	1s. 7 31/32 to 8 1/16 d.	1s. 8 1/8 d.	1s. 8 7/32 to 11/32 d.	1s. 8 1/8 to 5/32 d.
First-class Credits... 3 „ „	1s. 7 1/8 d.	1s. 7 29/32 to 15/16 d.	1s. 7 31/32 to 8d.	1s. 8 3/32 to 1/8 d.	1s. 8 7/16 to 9/32 d.	1s. 8 7/32 to 1/8 d.
„ „ 6 „ „	1s. 7 1/8 d.	1s. 7 31/32 to 8 1/16 d.	1s. 8 3/32 to 1/8 d.	1s. 8 1/4 to 5/32 d.	1s. 8 3/8 to 11/32 d.	1s. 8 3/32 to 1/8 d.
Documents ... 3 „ „	1s. 7 7/32 d.	1s. 7 15/16 to 31/32 d.	1s. 8 to 3/32 d.	1s. 8 1/8 to 1/16 d.	1s. 8 7/32 to 1/4 d.	1s. 8 1/4 to 5/32 d.
„ ... ... 6 „ „	1s. 7 31/32 d.	1s. 8 to 3/32 d.	1s. 8 1/8 to 3/16 d.	1s. 8 3/16 to 1/8 d.	1s. 8 1/32 to 1/8 d.	1s. 8 5/32 to 1/8 d.
Paris Francs Mercantile Bills ... ... 3 „ „	2·09 1/4 to 2·09 3/4	2·09 1/4 to 2·10 1/4	2·11 1/4 to 2·11 3/4	2·12 1/4 to 2·12 1/2	2·13 to 2·14	2·12 1/4 to 2·12 1/2
„ „ ... 6 „ „	2·10 1/4 to 2·11 1/4	2·11 1/4 to 2·12 1/4	2·13 to 2·13 1/2	2·14 1/4 to 2·14 1/2	2·15 to 2·16	2·14 1/4 to 2·14 1/2
Bank Rate, Calcutta, on Demand.	100 to 100 1/16	100 1/16 to 100 1/8	100 to 100 1/16	100	100 1/16 to 100 1/8	100 to 100 1/16
House Bills, China, 60 days' Sight	220 to 222 Nl.	221 to 222 Nl.	220 to 222 Nl.	220 to 222 Nl.	220 to 221 Nl.	220 to 222 Nl.
English Bar Gold, 100 touch (per tola)	Rs19·10/19·11·6	Rs.19·10·9 to 19·11·6	Rs19·10/19·12·6	Rs.19·9/19·9·3	Rs. 19·10	Rs. 19·9·6/19·10
Sovereigns	„ 12·3.6/12 4	„ 12·3.6 to 12·4	„ 12·3 to 12·5	„ 12·3.6/12.4·6	„ 12·3 6/12.4·6	„ 12·3·4/12·5
RATES OF DISCOUNT.						
Bank Rate of Discount on Private Bills	7 per cent.	7 per cent.	7 per cent.	8 per cent.	8 per cent.	8 per cent.
„ on Government Bills.	5 „	5 „	5 „	6 „	6 „	6 „
„ of Interest on Demand Loans on Govt. Securities	5 „	5 „	5 „	6 „	6 „	6 „
GOVERNMENT SECURITIES.						
Four per cents.	104 9/16 to 104 11/16	103 7/8 to 103 15/16	102 3/4 to 103	100 1/4 to 100 1/2	99 1/4 to 99 5/8	100 to 100 1/4
Four-and-a-half per cents ...	112 3/4 to 113	112 1/8 to 112 1/4	111	109	108 1/4 to 109 1/4	109 to 109 1/4
IMPORTS.						
Piece Goods— Duty Free, *i.e.* 30s and under.						
7lb. 40in. G Shirtings (13×11)	Rs. 3·1 to 4·2	Rs. 3·1 to 4·2	Rs. 3·1 to 4·2	Rs. 3·1 to 4·2	Rs. 3·1 to 4·2	Rs. 3·1 to 4·2
8 1/2lb. „ „ (16×13)	„ 4·2 to 5·1	„ 4·2 to 5·1	„ 4 to 5·1	„ 4 to 5·1	„ 4 to 5·1	„ 4 to 5·1
31b. 32in. Madapollams (12×10)	„ 1·8 to 1·15	„ 1·8 to 1·15	„ 1·8 to 1·15	„ 1·8 to 1·15	„ 1·8 to 1·14 1/2	„ 1·8 to 1·14 1/2

No. 40s Mule Twist, per lb. ...	As. 8¼ to 9¼	As. 8¼ to 9¼	As. 8¼ to 9¼	As. 8¼ to 9¼	As. 8¼ to 9¼	As. 8¼ to 9¼
No. 30s Water Twist „ ...	„ 8¼ to 9¼	„ 8¼ to 9¼	„ 8¼ to 9¼	„ 8¼ to 9¼	„ 8¼ to 9	„ 8¼ to 9
Copper (Braziers), per cwt. ...	Rs. 47½ to 49	Rs. 47½ to 49	Rs. 47½ to 49	Rs. 47½ to 49	Rs. 47 to 49	Rs. 46½ to 48½
Yellow Metal do. ...	„ 38 to 40	„ 38½ to 39½	„ 38 to 39½	„ 38 to 39½	„ 37¾ to 39½	„ 37½ to 39
Welsh Bar Iron, per candy ...	„ 23 to 24	„ 23 to 25	„ 23 to 26	„ 23 to 26	„ 23½ to 26	„ 23½ to 25
Staffordshire Bar Iron, per candy	„ 25 to 29	„ 25 to 28½	„ 25 to 28½	„ 25 to 29	„ 25 to 30	„ 25 to 31
Swedish Bar Iron „ ...	„ 41 to 43	„ 41 to 43	„ 40½ to 43	„ 40½ to 43	„ 40 to 43	„ 40 to 44
Davison's West Hartley (per ton)	„ 13 to 15½	„ 13½ to 17	„ 14½ to 15½	„ 14 to 16½	„ 14 to 16½	„ 15½
Welsh Hartley (per ton) ...	„ 14½	„ 13½ to 16	„ 13½ to 15	„ 13 to 16	„ 13 to 15½	„ 15
EXPORTS.						
COTTON— New (crop) 1880-81						
M.G. Broach, Good, per candy ...	Rs. 190 FP.	Nil.	Nil.	Nil.	Nil.	Rs. 180/185 FP.
Hingunghat, Good „ ...	„ 186/188 FP.	Nil.	Nil.	Nil.	Nil.	„ 175/180 FP.
Akote Good „ ...	„ 175/176 FP.	Nil.	Nil.	Nil.	Nil.	„ 180 FP.
Oomrawuttee, F.G.F. „ ...	„ 170/172 FP.	Rs. 170/172 FP.	Rs. 170/172 FP.	Rs. 170/172 FP.	Rs. 170 FP.	„ 170/175 FP.
Dhollera, G F. & Good „ ...	„ 170/190 FP.	„ 170/190 FP.	„ 170/190 FP.	„ 170/190 FP.	„ 168/190 FP.	„ 170/190 FP.
Sawgd. Dharwar, Good „ ...	„ 182/187 FP.	„ 185/191 FP.	„ 182/186 FP.	„ 184/190 FP.	„ 185/188 FP.	„ 185/187 FP.
*** The Quotations are for Good Selections.						
Gingelly Seed, per candy ...	Rs. 38 to 40	Rs. 38 to 39	Rs. 38 to 39	Rs. 38 to 39	Rs. 37 to 38	Rs. 38 to 39
Linseed (per cwt.)	„ 6·5 to 6·7	„ 6·7 to 6·9	„ 6·7 to 6·12	„ 6·10 to 6·12	„ 6·10 to 6·11	„ 6·9 to 6·10
Rapeseed „	„ 6·2	„ 6·2 to 6·5	„ 6·2 to 6·7	„ 6·6 to 6·10	„ 6·10	„ 6·11 to 6·12
Wheat (White Pessy), per candy of 756 lb. ...	„ 31 to 32	„ 31½ to 32	„ 31½ to 33½	„ 33½ to 36	„ 34 to 36	„ 33·8 to 34
Opium (Malwa) (per chest) Old	„ 1585	„ 1575	„ 1565	„ 1565	„ 1575	„ 1580
„ „ „ New	„ 1540	„ 1515	„ 1485	„ 1465	„ 1495	„ 1485
FREIGHTS.						
Liverpool—Cotton, via Cape (per ton=50 feet).	£1-17-6 Nl.	£1-17-6 to £2 Nl.	£1-17-6 to £2 Nl.	£1-17-6 to £2 Nl.	£1-17-6 to £2 Nl.	£1-17-6
„ Seed, via Cape per ton...	£1-17-6 „	£1-17-6 to £2 „	£1-19-6 to £2 „	£1-17-6 to £2 „	£1-17-6 to £2 „	£1-17-6
„ Cotton via Suez Canal (per ton=40 feet).	£1-17-6 to £2-0	£1-15 to £1-18-9	£1-15 to £2-0	£1-15 to £2-0	£1-16-3 to £2-0	£1-12-6/1-17-6
London—M'men tcargo, P. & O.	£2-5	£2-5	£2-5	£2-5	£2-5	£2-5
Canal Steamer	£2-0	£1-15 to £2-0	£2-0	£2 to £2-2-6	£2 to £2-2-6	£2 to £2-2-6
Havre—Cotton via Canal (per ton)	£2-0	£2 Nominal	£2 Nominal	£2-0	£1-17-6 to £2	£2-0
Trieste „ „ „	£1-15 to £2	£1-15 to £2	£1-10 to £2-0	£1-15 to £2-0	£2 to £2-5	£2 to £2-2-6
Marseilles & Genoa „ „	£2-2-6 to £2-5	£2 to £2-10	£2 to £2-5	£1-17-6 to £2-5	£2 to £2-5	£2-2-6 to £2-5
China, Steamer (per ton, 40 feet)	Rs. 12 to 15	Rs. 10 to 15	Rs. 10 to 15	Rs. 10 to 15	Rs. 10 to 15	Rs. 10 to 15

WEEKLY CURRENT QUOTATIONS for the Year 1881—*continued.*

Quotations.	Week ending 12th September.	Week ending 20th September.	Week ending 28th September.	Week ending 5th October.	Week ending 12th October.	Week ending 19th October.
EXCHANGE.						
On England, Bank Bills Sight	1s. 7 1/8 to 1 1/32d.	1s. 7 11/32 to 7 11/32d.	1s. 7 1/2d.	1s. 7 29/32d.	1s. 7 1/16d.	1s. 7 31/32 to 1/8d.
„ „ 3 m'ths' „	1s 8d.	1s. 7 31/32 to 8d.	1s. 8 to 5/32d.	1s. 8 1/16d.	1s. 8 3/32 to 1/4d.	1s. 8 to 1 1/16d.
„ „ 4 „ „	1s. 8 1/16 d.	1s. 8 3/32 to 1 1/16d.	1s. 8 1/8 to 5/32d.	1s. 8 1/8d.	1s. 8 1/8 to 5/32d.	1s. 8 1/16 to 1/8d.
„ „ 6 „ „	1s. 8 3/32d.	1s. 8 1/8 to 5/32d.	1s. 8 5/32 to 1/16d.	1s. 8 3/32 to 1/4d.	1s. 8 1/4 to 1 3/32d.	1s. 8 1/8 to 1 3/32d.
First-class Credits... 3 „ „	1s. 8 1/8d.	1s. 8 1/8 to 5/32d.	1s. 8 1/32d.	1s. 8 3/32 to 1/4d.	1s. 8 7/32 to 1/4d.	1s. 8 5/32d.
„ „ 6 „ „	1s. 8 1/16 d.	1s. 8 1/16 to 1 1/32d.	1s. 8 1/16d.	1s. 8 1/8 to 1 3/32d.	1s. 8 3/32 to 7/16d.	1s. 8 3/32d.
Documents ... 3 „ „	1s. 8 3/32 d.	1s. 8 5/32 to 1/8 d.	1s. 8 1/32d.	1s. 8 3/32 to 1/4d.	1s. 8 1/4 to 5/32d.	1s. 8 1/32d.
„ ... „ 6 „ „	1s. 8 3/32 d.	1s. 8 1/32 to 1/8d.	1s. 8 1/32d.	1s. 8 3/32 to 1/16d.	1s. 8 5/16 to 1 3/32d.	1s. 8 1/32d.
Paris Francs Mercantile Bills... ... 3 „ „	2·12 1/2 to 2·13	2·13 to 2·13 1/4	2·13	2·13 1/4 to 2·14	2·14 1/2 to 2·14 3/4d.	2·14 1/4 to 2·14 1/2
„ „ ... 6 „ „	2·14 1/2 to 2·15	2·15 to 2·15 1/4	2·15	2·15 1/4 to 2·16	2·16 1/2 to 2·16 3/4	2·16 1/4 to 2·16 1/2
Bank Rate, Calcutta, on Demand.	100 to 100 1/8	100 to 100 1/8	100 to 100 1/8	100	99 31/32 to 100	100 Nominal.
House Bills, China, 60 days' Sight	220 to 222	220 to 222 Nl.	220 to 225 Nl.	220 to 222 Nl.	220 to 222	220 to 220 Nl.
English Bar Gold, 100 touch (per tola)	Rs. 19-9	Rs. 19-7/19-8-6	Rs. 19-7 to 19-8	Rs. 19-6-6/19 7	Rs. 19-6-6/19-7-6	Rs. 19-6-6/19-7-6
Sovereigns	„ 12-3-9/12-4-6	„ 12-4 to 12-5	„ 12-3-6/12-4-6	„ 12-3/12-4-6	„ 12-3 to 12-4	„ 12-3 to 12-4
RATES OF DISCOUNT.						
Bank Rate of Discount on Private Bills.	8 per cent.	8 per cent.	8 per cent.	8 per cent.	9 per cent.	9 per cent.
„ on Government Bills...	6 „	6 „	6 „	6 „	7 „	7 „
„ of Interest on Demand Loans on Govt. Securities.	6 „	6 „	6 „	6 „	7 „	7 „
GOVERNMENT SECURITIES.						
Four per cents.	100 3/8 to 100 3/4	101 to 101 1/8	101 1/8 to 101 1/4	100 3/4 to 100 7/8	100 7/8 to 100 15/16	100 3/4 to 100 7/8
Four-and-a-half per cents ...	109 1/4 to 109 3/8	109 3/4 to 110	110 3/8 to 110 1/2	109 1/4 to 110	109 1/4 to 109 1/2	109 1/4 to 109 1/2
IMPORTS.						
PIECE GOODS— Duty Free, *i.e.* 30s and under.						
7lb. 40in. G. Shirtings (13×11)	Rs. 3-1 to 4-2	Rs. 3-1 to 4-2	Rs. 3-1 to 4-2	Rs. 3-1 to 4-2	Rs. 3 to 4-4	Rs. 3 to 4-4
8 1/2lb. „ „ (16×13)	„ 4 to 5-1	„ 4 to 5-1	„ 4 to 5-1	„ 4 to 5-1	„ 4 to 5-5	„ 4 to 5-1
3lb. 32in. Madapollams (12×10)	„ 1-8 to 1-14 1/2	„ 1-8 to 1-14 1/2	„ 1-8 to 1-14	„ 1-8 to 1-14	„ 1-8 to 2-0	„ 1-8 to 2-0
No. 40s Mule Twist, per lb. ...	As. 8 1/2 to 9 1/4	As. 8 1/2 to 9 1/4	As. 8 1/2 to 9 1/4	As. 8 1/4 to 9 1/4	As. 8 1/2 to 10 1/2	As. 8 1/2 to 9

No. 30s Water Twist, per lb. ...	As. 8½ to 9¼	As. 8¼ to 9¼	As. 8½ to 9	As. 8½ to 9	As. 8¼ to 9¾	As. 8¼ to 9
Copper (Braziers), per cwt. ...	Rs. 46½ to 48	Rs. 47 to 48	Rs. 48 to 49	Rs. 48½ to 49½	Rs. 48¾ to 49¼	Rs. 49 to 49½
Yellow Metal „ ...	„ 37½ to 39	„ 37¾ to 39	„ 38½ to 39¾	„ 38½ to 39¾	„ 38¾ to 39¼	„ 38½ to 39¼
Welsh Bar Iron, per candy ...	„ 23½ to 25	„ 24 to 25	„ 23½ to 25	„ 24 to 25	„ 24 to 26	„ 24 to 26
Staffordshire Bar Iron, per candy	„ 25 to 31	„ 26 to 30	„ 25 to 31	„ 25 to 30	„ 25 to 30	„ 21½ to 30
Swedish Bar Iron „ ...	„ 40½ to 43	„ 40½ to 43	„ 40½ to 43	„ 41 to 43	„ 41 to 43½	„ 41 to 44
Davison's West Hartley (per ton)	„ 14 to 15½	„ 14 to 16	„ 13¼ to 15½	„ 13 to 15½	„ 14 to 15	„ 13½ to 15
Welsh Hartley (per ton) ...	„ 12½ to 15	„ 15	„ 13 to 15	„ 13 to 15	„ 13 to 14	„ 13 to 14
EXPORTS.						
COTTON— (crop) 1880-81.						
M. G. Broach, Good, per candy.	Nil.	Rs. 188/196 FP.	Rs. 192/205 FP.	Rs. 195/205 FP.	Rs. 195 FP.	Nil.
Hingunghaut, Good „ ...	Nil.	„ 189 FP.	„ 190/192 FP.	„ 193/196 FP.	„ 193 FP.	Nil.
Akote, Good „ ...	Rs. 180 FP.	„ 185/186 FP.	„ 189/205 FP.	„ 188/190 FP.	Nil.	Nil.
Oomrawuttee, F.G.F. „ ...	„ 172/175 FP.	„ 172/173 FP.	„ 173/175 FP.	„ 173/178 FP.	„ 171/175 FP.	Rs. 170/173 FP.
Dhollera, G.F. & Good „ ...	„ 170/192 FP.	„ 172/193 FP.	„ 172/192 FP.	„ 170/195 FP.	„ 173/194 FP.	„ 168/188 FP.
Sawgd. Dharwar, Good „ ...	„ 186/188 FP.	„ 185/187 FP.	„ 185/191 FP.	„ 186/190 FP.	„ 190/191 FP.	„ 188
*** The Quotations are for Good Selections.						
Gingelly Seed, per candy ...	Rs. 37 to 39	Rs. 37 to 38	Rs. 37 to 38	Rs. 35½ to 39	Rs. 35 to 38	Rs. 33 to 37
Linseed (per cwt.)	„ 6-9 to 6-10	„ 6-8 to 6-9	„ 6-6 to 6-8	„ 6-6 to 6-8	„ 6-6 to 6-9	„ 6-6 to 6-7
Rapeseed „	„ 6-10 to 6-11	„ 6-10	„ 6-9 to 6-11	„ 6-8 to 6-10	„ 6 8 to 6-10	„ 6-7 to 6-8
Wheat (White Pessy), per candy of 756 lb.	„ 33½ to 34½	„ 34 to 34½	„ 33 to 35	„ 34 to 35	„ 34 to 35	„ 34 to 36
Opium (Malwa) (per chest) Old	„ 1585	„ 1585	„ 1585	„ 1585	„ 1575	„ 1580
„ „ „ New	„ 1485	„ 1485	„ 1485	„ 1495	„ 1475	„ 1485
FREIGHTS.						
Liverpool—Cotton, via Cape (per ton=50 feet)...	£1-17-6 to £2 Nl.	£2-0 Nominal.	£2-5 Nominal.	£2-0 to £2-5 Nl.	£1-17-6 Nl.	£2-5
„ Seed, via Cape per ton	£1-17-6 to £2 Nl.	£2-0 do.	£2-5 do.	£2-0 to £2-5 Nl.	£1-17-6 Nl.	£2-5
„ Cotton, via Suez Canal (per ton=40 feet)...	£1-15 to £2	£2-0 to £2-2-6	£1-15 to £2-7-6	£2-5 to £2-10	£2-5 to £2-7-6	£2-5 to £2-7-6
London—M'ment cargo P. & O. Canal Steamer	£2 5	£2-5	£2-7-6	£2-10	£2-7-6	£2-10
	£2 0 to £2-2-6	£2 0 to £2-5	£2-5 to £2-7-6	£2 5 to £2-10	£2-5 to £2-10	£2-5 to £2-10
Havre—Cotton via Canal (per ton)	£1-17-6 to £2	£2-0 to £2-5	£2-0 to £2-5	£2-2-6 to £2 7-6	£2-5	£2-5 to £2-7-6
Trieste „ „ „	£2-0 to £2-10	£2-5 to £2-7-6	£2-5 to £2-7-6	£2-5 to £2-10	£2-5 to £2-10	£2-5 to £2-10
Marseilles & Genoa „ „	£2-2-6 to £2-12-3	£2-5 to £2-7-6	£2-5 to £2-10	£2-5 to £2-12-6	£2-5 to £2-10	£2-5 to £2-10
China, Steamer (per ton, 40 feet)	Rs. 10 to 15	Rs. 10	Rs. 5 to 15	Rs. 10 to 15	Rs. 8 to 15	Rs. 8 to 10

WEEKLY CURRENT QUOTATIONS for the Year 1831—*continued.*

Quotations.	Week ending 26th October.	Week ending 2nd November.	Week ending 9th November.	Week ending 16th November.	Week ending 23rd November.
EXCHANGE.					
On England, Bank Bills Sight	1s. 7 $\frac{31}{32}$ to 1$\frac{1}{16}$d.	1s. 7$\frac{15}{16}$ to 1$\frac{1}{32}$d.	1s. 7$\frac{15}{16}$ to 1$\frac{1}{32}$d.	1s. 7$\frac{15}{16}$d.	1s. 7$\frac{15}{16}$ to 1$\frac{1}{32}$d.
„ „ 3 m'ths' „	1s. 8$\frac{1}{32}$ to $\frac{3}{32}$d.	1s. 8$\frac{1}{16}$ to $\frac{3}{32}$d.	1s. 8$\frac{1}{32}$d.	1s. 8$\frac{3}{32}$ to $\frac{1}{8}$d.	1s. 8$\frac{1}{32}$ to $\frac{3}{32}$d.
„ „ 4 „ „	1s. 8$\frac{3}{32}$ to $\frac{5}{32}$d.	1s. 8$\frac{1}{8}$ to $\frac{3}{16}$d.	1s. 8$\frac{1}{16}$d.	1s. 8$\frac{5}{32}$ to $\frac{3}{16}$d.	1s. 8$\frac{1}{16}$ to $\frac{3}{16}$d.
„ „ 6 „ „	1s. 8$\frac{5}{32}$ to $\frac{3}{16}$d.	1s. 8$\frac{1}{8}$ to $\frac{3}{16}$d.	1s. 8$\frac{3}{32}$ to $\frac{1}{8}$d.	1s. 8$\frac{5}{32}$ to $\frac{1}{8}$d.	1s. 8$\frac{3}{32}$ to $\frac{1}{8}$d.
First class Credits ... 3 „ „	1s. 8$\frac{7}{32}$ to$\frac{1}{4}$d.	1s. 8$\frac{1}{4}$d.	1s. 8$\frac{5}{32}$ to $\frac{1}{4}$d.	1s. 8$\frac{7}{32}$ to $\frac{1}{4}$d.	1s. 8$\frac{1}{4}$d.
„ „ 6 „ „	1s. 8$\frac{9}{32}$ to $\frac{5}{16}$d.	1s. 8$\frac{7}{32}$ d.	1s. 8$\frac{9}{32}$ to $\frac{5}{16}$d.	1s. 8$\frac{11}{32}$d	1s. 8$\frac{1}{4}$d.
Documents ... 3 „ „	1s. 8$\frac{1}{4}$ to $\frac{9}{32}$d.	1s. 8$\frac{9}{32}$ to $\frac{5}{16}$d.	1s. 8$\frac{1}{4}$ to $\frac{9}{32}$d.	1s. 8$\frac{1}{4}$ to $\frac{9}{32}$d.	1s. 8$\frac{5}{32}$d.
„ „ 6 „ „	1s. 8$\frac{5}{16}$ to $\frac{11}{32}$d.	1s. 8$\frac{11}{32}$d.	1s. 8$\frac{5}{16}$ to $\frac{11}{32}$d.	1s. 8$\frac{7}{16}$d.	1s. 8$\frac{11}{32}$d.
Paris Francs Mercantile Bills... ... ... 3 „ „	2·14$\frac{1}{4}$ to 2·14$\frac{1}{2}$	2·14$\frac{1}{4}$ to 2·14$\frac{3}{4}$	2·14 to 2·14$\frac{1}{4}$	2·13$\frac{1}{2}$ to 2·14	2·13$\frac{1}{2}$ to 2·13$\frac{3}{4}$
„ „ 6 „ „	2·16$\frac{1}{4}$ to 2·16$\frac{1}{2}$	2·16$\frac{1}{4}$ to 2·16$\frac{1}{2}$	2·16 to 2·16$\frac{1}{4}$	2·15$\frac{1}{2}$ to 2·16	2·15$\frac{1}{2}$ to 2·16
Bank Rate, Calcutta, on Demand ...	99 to 100	99$\frac{1}{8}$ to 100	99$\frac{1}{8}$ to 100	10$\frac{1}{16}$ to 100$\frac{1}{8}$	100$\frac{1}{16}$ to 100$\frac{1}{8}$
House Bills, China, 60 days' Sight ...	220 to 222 Nl.	220 to 223	220 to 224	220 to 224	220 to 224
English Bar Gold, 100 touch (per tola)	Rs.19-6-6 to 19-7-6	Rs.19-6 3 to 19-7	Rs. 19-6-9to19-7-6	Rs19-6 to 19-7-3	Rs. 19-6-6 to 19-7
Sovereigns	„ 12-2-9 to 12-4	„ 12-2-9 to 12-3-6	„ 12-2-3to 12 3-6	„ 12-2-3 to 12-3-6	„ 12-2 to 12-3-6
RATES OF DISCOUNT.					
Bank Rate of Discount on Private Bills	9 per cent.	8 per cent.	8 per cent.	8 per cent.	8 per cent.
„ on Government Bills ...	7 „	6 „	6 „	6 „	6 „
„ of Interest on Demand Loans on Govt. Securities.	7 „	6 „	6 „	6 „	6 „
GOVERNMENT SECURITIES.					
Four per cents.	100$\frac{3}{4}$ to 100$\frac{15}{16}$	101$\frac{1}{16}$ to 101$\frac{1}{4}$	101$\frac{3}{4}$ to 102	101$\frac{1}{4}$ to 100$\frac{3}{4}$	101$\frac{1}{4}$ to 101$\frac{3}{8}$
Four-and-a-half per cents	109$\frac{1}{4}$ to 109$\frac{3}{4}$	109$\frac{1}{4}$ to 110	110$\frac{1}{8}$ to 110$\frac{1}{4}$	110$\frac{1}{8}$ to 110$\frac{3}{8}$	110$\frac{3}{8}$ to 110$\frac{5}{8}$
IMPORTS.					
PIECE GOODS—					
Duty Free, *i.e.* 30s and under.					
7lb. 40in. G. Shirtings (13 × 11)...	Rs. 3 to 4-4	Rs. 3 to 4-4	Rs. 3 to 4-4	Rs. 3 to 4 4	Rs. 3 to 4-4
8$\frac{1}{2}$lb. „ „ (16 × 13)...	„ 3-14 to 5-1	„ 3-14 to 5-1	„ 3-14 to 5-1	„ 3-14 to 5-1	„ 3-14 to 5-2
3lb. 32in. Madapollams (12 × 10)...	„ 1-8 to 2-0	„ 1-8 to 2-0	„ 1-8 to 2-0	„ 1-8 to 2-0	„ 1-8 to 2-0
No. 40s Mule Twist, per lb. ...	As. 8$\frac{1}{2}$ to 9	As. 8$\frac{1}{2}$ to 9	As. 8$\frac{1}{2}$ to 9	As. 8$\frac{3}{4}$ to 9	As. 8$\frac{3}{4}$ to 9
No. 30s Water Twist „ ...	„ 8$\frac{1}{2}$ to 9$\frac{1}{4}$	„ 8$\frac{1}{4}$ to 9$\frac{1}{4}$	„ 8$\frac{1}{4}$ to 9$\frac{1}{4}$	„ 8$\frac{1}{4}$ to 9$\frac{1}{4}$	„ 8$\frac{1}{4}$ to 9

Copper (Braziers) per cwt	Rs. 49 to 49¼	Rs. 48⅞ to 49¼	Rs. 48¾ to 48⅞	Rs. 48¾ to 48⅞	Rs. 49⅛ to 50
Yellow Metal „	„ 38½ to 39¼	„ 38½ to 39¼	„ 38½ to 38¾	„ 38⅛ to 38⅜	„ 39 to 39½
Welsh Bar Iron (per candy) ...	„ 24 to 26	„ 24 to 26	„ 24 to 27	„ 25 to 29	„ 24 to 29
Staffordshire Bar Iron „ ...	„ 24½ to 30	„ 24 to 31	„ 24½ to 31½	„ 26 to 33	„ 24 to 32
Swedish Bar Iron „ ...	„ 41 to 45	„ 41 to 45	„ 41 to 45	„ 41 to 46	„ 41½ to 46
Davison's West Hartley (per ton)	„ 13¼ to 15	„ 13 to 15½	„ 13 to 15½	„ 13 to 14	„ 14 to 14½
Welsh Hartley (per ton)	„ 13 to 14	„ 12 to 14½	„ 12 to 14¼	„ 12½ to 14	„ 13 to 13½

EXPORTS.

Cotton— (crop) 1880-81					
M. G. Broach, Good, per candy ...	Rs. 195/206 FP.	Rs. 195/205 FP.	Rs. 195/205 FP.	Rs. 195 FP.	Rs. 195 to 196 F.P.
Hingunghaut, Good „ ...	Nil.	„ 190/192 FP.	Nil.	Nil.	Nil.
Akote, Good „ ...	Rs. 190 FP.	„ 182/184 FP.	„ 188 FP.	„ 188 FP.	Nil.
Oomrawuttee, F.G.F. „ ...	„ 174/176 FP.	„ 172/175 FP.	„ 172/175 FP.	„ 173 to 175 FP.	Rs. 175 to 178 FP.
Dhollera, G.F. & Good „ ...	„ 168/197 FP.	„ 168/170 FP.	„ 168/193 FP.	„ 171 to 194 FP.	„ 172 to 196 FP.
Sawgd. Dharwar, Good „ ...	„ 185/194 FP.	„ 187/192 FP.	„ 186/192 FP.	„ 185 to 192 FP.	„ 180 to 195 FP.
*** The Quotations are for Good Selections.					
Gingelly Seed, per candy	Rs. 33 to 37	Rs. 33 to 36	Rs. 33 to 35	Rs. 32 to 35	Rs. 31 to 34
Linseed (per cwt.)	„ 6·5 to 6·6	„ 6·5 to 6·6	„ 6·3 to 6·6	„ 6·2 to 6·5	„ 6·2 to 6·4
Rapeseed „	„ 6·6 to 6·9	„ 6·4 to 6·8	„ 6·4 to 6·6	„ 6 to 6·4	„ 6 to 6·4
Wheat (White Pessy), per candy of 756lb.	„ 33 to 35	„ 33 to 35	„ 32 to 35	„ 34 to 35	„ 33 to 35
Opium (Malwa) (per chest) Old ...	„ 1575	„ 1565	„ 1565	„ 1550	„ 1550
„ „ „ New ...	„ 1485	„ 1485	„ 1485	„ 1475	„ 1475

FREIGHTS.

Liverpool—Cotton, via Cape (per ton—50 feet)...	£1·17·6	£2·2·6	£2 Nominal.	£1·17·6	£2
„ Seed, via Cape per ton...	£1·17·6	£2·2·6	£2 do.	£1·17·6	£1·18·9
„ Cotton, via Suez Canal (per ton =10 feet)...	£2·5 to £2·7·6	£2·2·6 to £2·5	£1·17·6 to £2·13	£1·17·6 to £2	£1·16·6 to £1·18·9
London—Measurement cargo P.&O.	£2·10	£2·10	£2·7·6	£2 7·6	£2·7·6
Canal Steamer...	2·5 to £2·10	£2·2·6 to £2·7·6	£2 to £2·5	£1·18·9 to £2·2·6	£1·17·6 to £2
Havre—Cotton via Canal (per ton)...	£2 to £2·5	£2·2·6 to £2·7·6	£2 to £2·2·6	£2 to £2·2·6	£2 to £2·5
Trieste „ „ „ ...	£2·5 to £2·10	£2·5 to £2·10	£2 to £2·10	£2·5 to £2 7·6	£2·5 to £2·7·6
Marseilles & Genoa „ „ ...	£2·5 to £2·7 6	£2·6·6 to £2·10	£2 to £2·10	£2·5 to £2·12·6	£2·5 to £2·10
China, Steamer (per ton, 40 feet) ...	Rs. 5 to 10	Rs. 5 to 10	Rs. 8 to 10	Rs. 10	Rs. 8 to 10

WEEKLY CURRENT QUOTATIONS for the Year 1881—*continued.*

Quotations.	Week ending 30th November.	Week ending 7th December.	Week ending 14th December.	Week ending 21st December.	Week ending 28th December.
EXCHANGE.					
On England, Bank Bills Sight	1s. 7 3/16d.	1s. 7 3/16 to 8d.	1s. 7 1/16d.	1s. 8d.	1s. 8d.
" " 3 m'ths' "	1s. 8 1/16d.	1s. 8 1/16 to 3/16d.	1s. 8 1/16d.	1s. 8 1/16 to 7/32d.	1s. 8 1/16 to 7/32d.
" " 4 " "	1s. 8 3/16d.	1s. 8 1/16d.	1s. 8 1/16d.	1s. 8 1/16 to 9/32d.	1s. 8 1/16 to 9/32d.
" " 6 " "	1s. 8 5/16d.	1s. 8 1/32d.	1s. 8 1/16 to 1/16d.	1s. 8 3/32d.	1s. 8 1/16 to 11/32d.
First-class Credits ... 3 " "	1s. 8 1/16d.	1s. 8 3/32d.	1s. 8 1/32 to 1/4d.	1s. 8 1/16d.	1s. 8 1/16 to 13/32d.
" " 6 " "	1s. 8 7/16d.	1s. 8 3/32d.	1s. 8 3/32 to 7/16d.	1s. 8 1/16d.	1s. 8 1/16 to 15/32d.
Documents ... ... 3 " "	1s. 8 9/32d.	1s. 8 5/32d.	1s. 8 1/4 to 9/32d.	1s. 8 1/32d.	1s. 8 3/32d.
" ... ... 6 " "	1s. 8 1/32d.	1s. 8 7/16 to 1/2d.	1s. 8 7/16 to 1/32d.	1s. 8 3/32d.	1s. 8 3/32d.
Paris Francs Mercantile Bills ... ... 3 " "	2·13 1/2 to 2·13 3/4	2·13 1/4 to 2·14	2·13 1/2 to 2·13 3/4	2·14 1/4	2·13 3/4 to 2·15
" " ... 6 " "	2·15 1/2 to 2·15 3/4	2·15 1/2 to 2·16	2·15 1/2 to 2·16	2·16 1/4	2·15 1/2 to 2·17
Bank Rate, Calcutta, on Demand ...	99 1/16 to 100	99 1/8 to 100	100 to 100 1/16	100 to 100 1/8	100 to 100 1/8
House Bills, China, 60 days' Sight ...	220 to 223	222 to 223 Nl.	223 to 224	222 to 224 Nl.	219 to 224 Nl.
English Bar Gold, 100 touch (per tola)	Rs. 19-4-6 to 19-6	Rs. 19-4 to 19-5-6	Rs. 19-2-6 to 19-5-6	Rs. 19-1 to 19-5-6	Rs. 19-4-0 to 19-6
Sovereigns	" 12-1-6 to 12-2	" 12-1 to 12-3	" 12 to 12.2	" 12-1 to 12-2	" 12 to 12-1-6
RATES OF DISCOUNT.					
Bank Rate of Discount on Private Bills	8 per cent.	9 per cent.	9 per cent.	9 per cent.	9 per cent.
" on Government Bills ...	6 "	7 "	7 "	7 "	7 "
" of Interest on Demand Loans on Govt. Securities	6 "	7 "	7 "	7 "	7 "
GOVERNMENT SECURITIES.					
Four per cents.	101 1/8 to 101 1/4	101 1/8	101 1/4 to 101 3/8	100 7/8 to 100 7/8	100 7/8 to 100 7/8
Four-and-a-half per cents.	110 1/4 to 110 1/2	110 1/4 to 110 3/8	110 to 110 1/4	109 1/2 to 109 5/8	109 1/2 to 109 1/4
IMPORTS.					
Piece Goods— Duty Free, i.e., 30s and under.					
7lb. 10in. G. Shirtings (13 × 11)...	Rs. 3 to 4-4	Rs. 3 to 4-4	Rs. 3 to 4-5	Rs. 3 to 4-5	Rs. 3-1 to 4-4
8 1/2lb. " " (16 × 13)...	" 3-14 to 5-2	" 3-14 to 5-2	" 3-13 to 5-2	" 3-12 1/2 to 5-2	" 3-12 to 5-1
3lb. 32in. Madapollams (12 × 10)...	" 1-8 to 2-0	" 1-8 to 2-0	" 1-8 to 2-0	" 1-8 to 2-0	" 1-8 to 1-15
No. 40s Mule Twist, per lb. ...	As. 8 1/4 to 9	As. 8 1/4 to 9	As. 8 1/4 to 9	As. 8 1/4 to 9	As. 8 1/4 to 9
No. 30s Water Twist " ...	" 8 1/4 to 9	" 8 1/4 to 9	" 8 1/4 to 9 1/4	" 8 1/4 to 9 1/4	" 8 1/4 to 9 1/4

Copper (Braziers), per cwt.	Rs. 49½ to 49¾	Rs. 49⅝ to 49¾	Rs. 49½ to 50½	Rs. 49 to 50	Rs. 50 to 50¼
Yellow Metal „	„ 39 to 39½	„ 39 to 39¼	„ 39¾ to 40½	„ 39¼ to 40	„ 39½ to 40
Welsh Bar Iron, per candy	„ 25 to 28	„ 23½ to 28	„ 24½ to 30	„ 25 to 31	„ 26 to 30
Staffordshire Bar Iron „	„ 26 to 31	„ 23½ to 31	„ 27 to 39	„ 26 to 33	„ 28 to 33
Swedish Bar Iron „	„ 41½ to 46	„ 41½ to 46	„ 41½ to 46½	„ 41 to 46	„ 41 to 46
Davison's West Hartley (per ton) ...	„ 13 to 14½	„ 13½ to 14	„ 13 to 14	„ 14 to 14½	„ 13
Welsh Hartley „ ...	„ 13 to 13¾	„ 13 to 13½	„ 13 to 14	„ 13 to 13½	„ 12
EXPORTS.					
Cotton— (crop) 1880-81				New (Crop) 1881-82.	
M.G. Broach, Good, per candy ...	Nil.	Nil	Rs. 225 FP. March Delivery.	Rs. 230/31 FP. March Delivery.	Rs. 227/28 FP. March Delivery.
Hingunghaut, Good „ ...	Nil.	Nil	„ 230 FP.	Rs. 226 FP.	Rs. 225 FP.
Akote, Good „ ...	Nil.	Nil	„ 204 FP.	„ 208 FP.	„ 206 FP.
Oomrawuttee, F.G.F. „ ...	Rs. 174/78 FP.	Rs. 174/75 FP.	„ 193/94 FP. Dec. Jan. Dely.	Rs. 206 FP.	„ 192 FP.
Dhollera, G.F. & Good „ ...	„ 172/96 FP.	„ 173/98 FP.	Rs. *175/94 FP.	Rs. *175/97 FP.	*Nil.
Sawgd. Dharwar, Good „ ...	„ 188/93 FP.	Nil	Nil	Nil	*Nil.
*** The Quotations are for Good Selections.					
Gingelly Seed, per candy	Rs. 31 to 34	Rs. 29 to 32	Rs. 28 to 32	Rs. 28 to 34	Rs. 28 to 33½
Linseed (per cwt.)	„ 5-15 to 6-4	„ 5-12 to 5-14	„ 5-12 to 5-14	„ 5-12 to 6 13	„ 5-13 to 6
Rapeseed „	„ 6 to 6-4	„ 5-15 to 6-4	„ 5-14 to 6-4	„ 5 14 to 6-14	„ 5-14 to 6-2
Wheat (White Pessy), per candy of 756 lbs.	„ 33 to 34	„ 30 to 33½	„ 29 to 33	„ 29 to 33	„ 28 to 32½
Opium (Malwa) (per chest) Old ...	„ 1525	„ 1540	„ 1525	„ 1545	„ 1545
„ „ „ New ...	„ 1450	„ 1355	„ 1460	„ 1465	„ 1465
FREIGHTS.					
Liverpool—Cotton, via Cape (per ton=50 feet)...	£1-17-6	£1-17-6	£1-17-6 Nominal	£2 Nominal	£2 Nominal
„ Seed, via Cape per ton ...	£1-17-6	£1-17-6	£1-17-6 do.	£2 do.	£2 do.
„ Cotton, via Suez Canal (per ton=40 feet)...	£1-18-9 to £2-0	£1-17-6 to £2-0	£1-17-6 to £2-1-3	£2 to £2-5	£1-17-6 to £2-2-6
London—Measurement cargo P. & O.	£2-7-6	£2-5	£2 5	£2	£2-2-6
Canal Steamer...	£1-18-9 to £2-2-6	£2 to £2-5	£1-17-6 to £2-5	£1 17-6 to £2-5	£1-17-6 to £1-18-9
Havre—Cotton via Canal (per ton)...	£2 2-6 to £2-3-9	£2-2-6 to £2-5	£2 to £2-5	£2-2-6 to £2-5	£2 to £2-3-9
Trieste „ „ „ ...	£2-5 to £2-7-6	£2-5 to £2-10	£2 to £2-10	£2-5 to £2-7-6	£2-5 to £2-7-6
Marseilles & Genoa „ „ ...	£2-7-6 to £2-10	£2-7-6	£2-2-6 to £2-7-6	£2-5 to £2 7-6	£2-5 to £2-7-6
China, Steamer (per ton, 40 feet) ...	Rs. 10 to 12	Rs. 8 to 12.	Rs. 10 to 12	Rs. 8 to 12	Rs. 10 to 12

* Old Crop, 1880-81.

APPENDIX B B.

STATEMENT shewing the annual value of the Export and Import trade of India, and the total miles of Railway opened, in the Official Years 1852-53 *to* 1880-81.

EXPORTS.	Total miles of Railway opened.	Merchandise.	Treasure.	Merchandise and Treasure.
		£	£	£
Year 1852-53	21½	20,464,633	1,055,229	21,519,862
„ 1853-54	72	19,295,139	1,483,296	20,778,435
„ 1854-55	171	18,927,222	1,267,033	20,194,255
„ 1855-56	274½	23,040,000	601,177	23,641,177
„ 1856-57	289¾	25,340,000	1,253,426	26,593,426
„ 1857-58	430½	27,460,000	822,438	28,282,438
„ 1858-59	625	29,860,000	669,427	30,529,427
„ 1859-60	836½	27,960,000	929,007	28,889,007
„ 1860-61	1581½	32,970,000	1,119,549	34,089,549
„ 1861-62	2351½	36,320,000	683,355	37,003,355
„ 1862-63	2516¾	*47,860,000	1,111,140	48,971,140
„ 1863-64	2962½	*65,625,000	1,270,435	66,895,435
„ 1864-65	3368¾	*68,025,000	1,444,775	69,469,775
„ 1865-66	3568	*65,490,000	2,165,352	67,655,352
„ 1866-67	3936½	41,860,000	2,431,503	44,291,503
„ 1867-68	4016½	50,875,000	1,571,946	52,446,946
„ 1868-69	4261	53,060,000	1,395,580	54,455,580
„ 1869-70	4766	52,470,000	1,042,353	53,512,353
„ 1870-71	5072	55,335,000	2,220,765	57,555,765
„ 1871-72	5365¾	63,190,000	1,495,642	64,685,642
„ 1872-73	5671½	55,230,000	1,308,579	56,538,579
„ 1873-74	6201	54,980,000	1,958,512	56,938,519
„ 1874-75	6497½	56,360,000	1,625,309	57,985,309
„ 1875-76	6949¾	56,210,000	2,200,236	58,410,236
„ 1876-77	7326½	61,013,000	4,029,898	65,042,898
„ 1877-78	8216	65,222,000	2,210,995	67,432,995
„ 1878-79	8477¾	60,937,000	3,982,228	64,919,228
„ 1879-80	9325	67,210,000	2,035,147	69,245,147
„ 1880-81	.....	74,541,000	1,440,400	75,981,400

* Exports abnormally high owing to the American Civil War.

IMPORTS.	Total miles of Railway opened.	Merchandise.	Treasure.	Merchandise and Treasure.
		£	£	£
Year 1852-53	21½	10,070,861	6,831,377	16,902,238
„ 1853-54	72	10,070,863	4,871,956	14,942,819
„ 1854-55	171	12,742,671	2,028,256	14,770,927
„ 1855-56	274¼	13,945,000	11,301,288	25,246,288
„ 1856-57	289¾	14,195,000	14,413,697	28,608,697
„ 1857-58	430½	15,275,000	15,815,436	31,090,436
„ 1858-59	625	21,730,000	12,817,071	34,547,071
„ 1859-60	836¼	24,265,000	16,356,963	40,621,963
„ 1860-61	1581¾	23,495,000	10,677,077	34,172,077
„ 1861-62	2351½	22,320,000	14,951,985	37,271,985
„ 1862-63	2516¾	22,630,000	20,508,967	43,138,967
„ 1863-64	2962½	27,145,000	22,962,581	50,107,581
„ 1864-65	3368¾	28,150,000	21,363,325	49,513,325
„ 1865-66	3568	29,600,000	29,577,301	59,157,301
„ 1866-67	3936½	29,040,000	13,236,905	42,276,905
„ 1867-68	4016¼	35,705,000	11,775,374	47,480,374
„ 1868-69	4261	35,990,000	15,155,954	51,145,954
„ 1869-70	4766	32,925,000	13,954,807	46,879,807
„ 1870-71	5072	34,470,000	5,444,823	39,914,823
„ 1871-72	5365¾	32,090,000	11,573,813	43,663,813
„ 1872-73	5671½	31,875,000	4,556,585	36,431,585
„ 1873-74	6201	33,835,000	5,792,534	39,627,534
„ 1874-75	6497¼	36,220,000	8,141,047	44,361,047
„ 1875-76	6949¼	38,515,000	5,300,722	43,815,722
„ 1876-77	7326½	37,440,000	11,436,120	48,876,120
„ 1877-78	8216	41,464,000	17,355,459	58,819,459
„ 1878-79	8477¾	37,801,000	7,056,748	44,857,748
„ 1879-80	9325	41,172,000	11,654,894	52,826,894
„ 1880-81	.....	53,086,800	8,097,200	62,084,000

APPENDIX C C.

FOREIGN TRADE OF BRITISH INDIA.

Summary of Imports and Exports in the Official Years 1875-76 *to* 1880-81.

—	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.	1880-81.
IMPORTS—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Merchandise, Private.						
Bengal	17,76,71,746	16,69,38,128	19,38,54,456	16,61,18,220	18,67,45,566	22,26,42,813
Bombay	13,48,10,856	12,74,68,044	14,07,61,248	13,49,15,989	14,10,73,890	19,24,61,510
Sindh	34,30,674	32,04,621	39,01,607	53,46,873	81,35,1 7	1,14,52,571
Madras	3,89,19,392	3,43,60,720	3,25,60,336	2,99,20,612	3,15,82,658	3,82,74,894
British Burmah	1,62,94,014	2,17,00,253	2,21,82,383	2,91,28,405	2,97,95,226	3,79,56,933
Total...	37,11,26,682	35,36,71,766	39,32,60,030	36,57,30,099	39,73,32,447	50,27,88,751
Ditto Government Stores...	1,77,46,721	2,07,34,542	2,13,81,821	1,22 79,736	1,43,98,224	2,80,79,323
Total Merchandise...	38,88,73,403	37,44,06,308	41,46,41,851	37,80,09,835	41,17,25,671	53,08,68,074
Treasure, Private.						
Bengal	1 08,05,451	2,62,54,665	4,96,33,992	1,82,03,438	3,10,40,893	1,83,55,491
Bombay	3,59,90,776	8,29,61,582	11,95,97,164	4,85,74,636	8,02,53,487	6,71,91,395
Sindh	25,926	28,610	9,750	31,100	3,04 149	99,929
Madras	56,23 517	44,33,604	36,64,109	33,91,229	44,07,598	38,18,794
British Burmah	5,61,754	6,82,719	6,49,581	3,67,083	5,42,821	5 06,530
Total...	5,30,07,224	11,43,61,180	17,35,54,596	7,05,67,486	11,65,48,918	8,99,72,139
Ditto Government...	.....	17	.....	.....	.....	.....
Total Treasure...	5,30,07,224	11,43,61,197	17,35,54,596	7,05,67,486	11,65,48,948	8,99,72,139
Grand Total of Imports...	44,18,80,627	48,87,67,505	58,81,96,447	44,85,77,321	52,82,74,619	62,08,40,213
EXPORTS—						
Merchandise, Private.						
(Foreign Goods.)						
Bengal	10,74,845	14,93,702	15,21,008	10,33.072	8,65,008	11,84,186
Bombay	1,64,62,803	1,79,15,882	1,81,45,416	1,99,09,861	1,97,46,726	2,19,57,872

Sindh	1,71,204	1,31,301	1,65,076	2,66,071	10,90,805	17,31,180
Madras	5,12,426	6,36,355	5,25,312	5,62,937	4,10,769	4,73,029
British Burmah	1,10,330	1,38,387	64,988	79,630	1,15,760	2,04,506
Total...	1,83,31,298	2,03,15,627	2,04,21,800	2 18,51,571	2,22,29,068	2,55,50,773
(Indian Produce and Manufactures.)						
Bengal	23,63,95,751	26,44,66,482	31,06,87,132	29,21,09,984	30,28,96,476	33,17,01,748
Bombay	20,01,81,562	20,62 48,065	20,28,08,409	16,99,91,576	20,57,94,441	24,39,12,453
Sindh	1,68,95,974	1,63,29,486	1 62 99,497	94,49,231	1,26,12,676	87,20,425
Madras	7,15,45,978	6,39,06,417	5,51,25,530	6,22,40,867	7,12,62,827	6,98,89,082
British Burmah	3,72,30,373	3,83,50,243	4,65,14,764	5,32,95,517	5,69,19,872	6,54,05,088
Total...	56,22,49,638	58,93,00,693	63,14,35,332	58,70,78,175	64,94,86,292	71,96,28,796
Total Fgn. & Indian Merchandise exported.						
Bengal	23,74,70,596	26,59,60,184	31,22,08,140	29,31,34,056	30,37,61,484	33,28,85,934
Bombay	21,66,44,365	22,41,63,947	22,09,53,825	18,99,01,437	22 55,41,167	26,58,70,325
Sindh	1,70,67,178	1,64,60,787	1,64,64,573	97 15,302	1,37,03,481	1,04,51,605
Madras	7,20,58,404	6,45,42,772	5 56,50,842	6,28,03,804	7,16,73,596	7,03,62,111
British Burmah	3,73,40,703	3,84,88,630	4,65,79,752	5,33,75,147	5,70,35,632	6,56,09,594
Total...	58,05,81,246	60,96,16,320	65,18 57,132	60,89,29,746	67,17,15,360	74,51,79,569
Ditto Government Stores	3,33,700	5,22,592	3,66,150	4,39,023	3,92,046	2,29,503
Total Merchandise...	58,09,14 946	61,01,38,912	65,22,23,282	60,93,68,769	67,21,07,406	74,54,09,072
Treasure, Private.						
Bengal	74,59 428	10,38,308	4,47,096	53,65,973	32,76,911	22,01,018
Bombay	1,07,89,119	3,25,06,758	1,78,10,039	3,07,97,155	1,29,88,488	88,06,624
Sindh	1,31,706	1,87,950	1,74,625	3,16 301	2,11,640	2,33,860
Madras	27,25,121	55,35,971	29,95 073	23,91,094	27,17,273	28,09,761
British Burmah	46,068	1,56,811	1 24,523	84,930	93,967	42,770
Total...	2,11,51,442	3,94,25,798	2,15 51,356	3,89,55,453	1,92,88,279	1,40,94,033
Ditto Government...	8,50,921	8,73,180	5,58,600	8,66,830	10,63,200	3,10,375
Total Treasure...	2,20,02,363	4,02,98,978	2,21,09,956	3,98,22,283	2,03,51,479	1,44,04,408
Grand Total of Exports...	60,29,17,309	65,04,37,890	67,43,33,238	64,91,91 052	69,24,58,885	75,98,13,480

APPENDIX D D.

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—IMPORTS.

Principal Articles, including Treasure, imported in the Official Years 1876-77 *to* 1880-81.

Articles.	1876-77.	1877-78.	1878-79.	1879-80.	1880-81.
	Rs.	Rs.	Rs.	Rs.	Rs.
Apparel	17,41,570	19,21,596	16,17,975	16,79,527	22,41,851
Arms, Ammunition, &c...	2,95,233	2,88,338	2,35,691	3,27,063	2,74,291
Building and Engineering Materials	2,04,521	2,06,273	2,49,500	3,42,077	3,92,871
Cabinet ware and Furniture	1,94,357	95,996	58,085	80,814	1,38,568
Candles	1,78,349	2,33,719	1,40,085	2,26,929	1,93,901
Clocks and Watches	1,79,409	1,60,872	2,11,003	2,96,389	4,53,892
Coal	66,53,468	66,63,793	64,72,962	76,20,333	88,73,970
Cotton Twist and Yarn...	64,49,595	72,99,462	57,04,629	70,33,970	93,00,947
Do. Piece Goods	4,85,98,194	4,48,49,286	4,07,73,943	4,86,59,906	7,30,32,608
Chemical Products and Preparations...	4,15,162	4,61,755	4,62,828	4,35,274	6,74,586
Drugs and Medicines	9,83,756	11,16,868	11,79,155	12,85,145	15,33,220
Dyeing and Colouring Materials	8,80,421	9,91,886	7,74,993	11,09,627	17,45,700
Earthenware and Porcelain	4,02,958	3,53,593	3,19,982	3,09,139	4,21,134
Fire-works	1,91,412	2,25,427	2,51,348	2,75,506	1,74,912
Glass	11,97,204	13,12,351	15,47,851	14,76,588	19,54,638
Gums and Resins	5,80,800	5,56,783	4,80,251	6,53,312	10,19,173
Hardware and Cutlery	18,33,223	17,09,220	16,07,879	16,15,578	23,11,680
Hides and Skins...	1,87,060	1,50,008	1,37,899	1,63,579	2,78,986
Instruments and Apparatus	2,03,075	2,32,578	2,82,796	3,04,397	4,08,044
Ivory and Ivory ware	24,53,430	19,82,192	17,02,880	18,46,238	21,18,419
Jewellery	16,66,825	19,62,180	13,58,376	15,16,625	14,94,167
Leather	3,72,741	3,87,166	4,29,304	5,47,189	7,91,441
Liquors—Ale, Beer, and Porter	6,80,083	6,12,854	4,87,509	5,18,265	4,88,153
Do. Spirits	19,17,427	12,07,748	10,32,345	12,50,224	12,42,623
Do. Wines and Liqueurs	11,89,654	11,58,183	9,65,080	8,83,363	10,79,808
Machinery and Millwork	48,03,736	39,10,866	38,28,905	20,94,333	23,73,628
Matches, Lucifer and other	3,41,986	4,38,500	3,12,179	3,38,611	4,38,038
Mats	66,801	41,788	80,774	67,170	1,12,914

Metals—Copper	39,12,584	37,25,824	32,92,103	31,60,609	41,45,078
Do. Mixed or Yellow Metal	13,12,088	19,83,531	14.62,075	19,10,078	22 19,127
Do. Iron	62,93,501	59,20,498	61,85,668	37,16,927	58,18,593
Do. Lead	73,245	1,26,559	92,481	2,47,834	99,183
Do. Quicksilver	1,36,341	1,01,917	64,816	2,36,149	1,05,918
Do. Steel	6,76,161	4,76,972	3,89,374	3,84,894	3,49,686
Do. Tin	3,57,864	5,57,260	2,47,984	73,205	3,40,902
Do. Zinc or Spelter	2,99,345	4,23 769	3,23,475	1,64,360	3,88,812
Oils	3,75,611	12,90,183	19,05,263	19,56,358	21,87,033
Paints and Colours	4,80,999	6,24 994	5,33,163	6,19,598	6,39,965
Paper and Pasteboard	10,98,922	14,95,212	12,17,258	13,06,652	19,04,204
Provisions	36,86,811	45,94.196	43,45,077	44,77,622	38,88,851
Railway Plant and Rolling Stock	13,22.839	46,55,896	34,14,934	44,93,460	56,21,268
Silk—Raw	37,20,484	55,53,803	42,62,991	52,32,087	87,39,536
Do. Piece Goods	21,63,906	26,35,906	32,02,753	32,24 965	58,25,889
Spices	12,21,260	13,57,625	11,77,609	15,00,607	16,73,139
Sugar, refined and unrefined	37,59,400	77,42,430	1,41,99,015	98,46,176	145,75,058
Tea	7,96,436	15,33,732	9,64,910	17,35,060	24,29,217
Tobacco	3,07,365	2,22,267	2,50,512	1,61,243	2,17,289
Umbrellas	4,05,377	3,45,810	5,35,006	4,49,674	6,42,384
Woollen Piece Goods	22,31 281	19,83,815	23,24,215	26,45,168	38,13,984
All other Articles	79,20,805	1,27,61,858	1,16,90,0 7	1,06,13,978	115,38,458
Total...	12,74,15,075	14,17,05,337	13,47,86,920	14,11,13,815	19,27,07,737
Treasure—Gold	1,04,40,790	88,35,500	86,20,961	1,12,33,866	2,54,40,882
Do. Silver	7,25,20,792	11,07,61,664	3,99,53,675	6,90,24,621	4,16,60,513
Total Treasure...	8,29,61,582	11,95,97,164	4,85,74,636	8,02,58,487	6,71,01,395
Grand Total...	21,03,76,657	26,03,02,501	18,33,61,556	22,13,72,302	25,98,09,132

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—EXPORTS.

Principal Articles, including Treasure, Exported in the Official Years 1876-77 *to* 1880-81.

ARTICLES.	1876-77.	1877-78.	1878-79.	1879-80.	1880-81.
INDIAN PRODUCE.	Rs.	Rs.	Rs.	Rs.	Rs.
Coffee	9,04,651	10,31,039	11,26,203	19,39,707	16,80,837
Cotton—Raw	9,39,51,298	8,22,18,918	5,69,88,156	7,57,14,996	9,77,71,855
Do. Twist and Yarn	36,32,335	68,03,657	88,36,653	1,09,01,400	1,26,00,948
Do. Piece Goods	17,32,354	20,32,763	26,72,266	29,88,427	35,79,535
Dyeing and Colouring Materials	10,23,463	13,40,824	13,77,259	22,65,449	13,87,534
Grain and Pulse...	64,91,070	80,37,915	43,38,758	61,78,466	2,27,83,939
Hides and Skins	28,51,776	46,75,407	29,11,032	24,27,362	34,85,191
Oils	3,62,295	2,65,775	9,02,546	7,66,446	7,04,837
Opium	6,42,86,900	6,09,73,198	6,25,15,271	7,44,77,255	5,90,31,135
Seeds	1,56,05,073	2,07,66,946	1,18,09,172	1,11,13,215	2,12,60,806
Spices	11,55,101	1 ,29,630	12,58,114	13,11,517	12,87,084
Wool—Raw	73,12,783	60,61,931	71,71,046	82,59,667	93,36,046
Do. Manufactures—Shawls...	16,34,858	13,93,820	11,46,484	8,38,905	14,54,432
Other Articles	52,89,834	61,70,774	63,97,410	66,07,863	75,84,771
Total...	20,62,33,791	20,28,02,597	16,94,50,370	20,57,90,675	24,39,48,950

FOREIGN MERCHANDISE.					
Cotton—Piece Goods	99,87,837	1,04,37,951	1,07,48,030	1,02,93,054	1,11,11,109
Do. Twist and Yarn	5,46,044	5,76,025	4,60,858	4,85,095	4,25,255
Gums and Resins	3,66,444	2,78,485	2,70,483	4,42,436	5,02,436
Ivory unmanufactured	13,39,055	9,58,409	9,47,068	9,04,824	8,73,014
Provisions	7,25,837	9,68,400	9,47,686	9,32,563	9,80,011
Silk—Raw	5,84,998	4,67,874	5,35,138	8,78,809	6,97,757
Do. Piece Goods	1,33,000	1,60,169	1,77,728	1,97,337	2,41,187
Sugar—Refined and Un-refined	7,41,109	10,43,356	14,57,511	8,28,424	19,37,846
Tea	1,20,540	1,69,508	3,14,196	2,11,840	4,55,219
Wool Raw	2,45,415	2,31,585	5,12,369	9,18,102	4,55,390
Do. Piece Goods	1,00,256	79,767	89,306	1,00,648	1,41,472
All other sorts	30,25,272	27 73,887	34,54,700	35,47,800	41,56,942
Total...	1,79,15,807	1,81,45,416	1,99,15,073	1,97,40,932	2,19,77,638
Treasure.					
Gold	1,20,35,139	1,07,08,610	2,27,63,724	29,19,541	71,375
Silver	2,04,71,619	71,01,399	80,33,431	1,00,68,947	87,32,999
Total Treasure...	3,25,06,758	1,78,10,089	3,07,97,155	1,29,88,488	88,04,374
Grand Total...	25,66,56,356	23,87,58,052	22,01,62,598	23,85,20,095	27,47,3`,962

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